This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

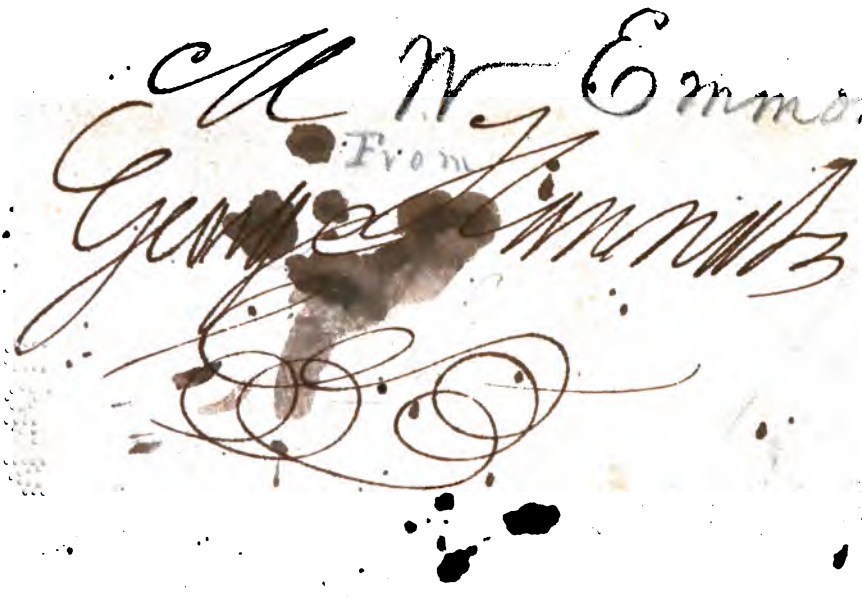
+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

1837
ARTES
VERITAS
SCIENTIA
LIBRARY OF THE
UNIVERSITY OF MICHIGAN
TUEBOR
CIRCUMSPICE

E
165
.T77
1834



M. W. Emmons

From

George Hannah

91.7
T78
1834

Drawn by Nelson. Engraved by G.W. Hatch.

[illegible]

THE

TRAVELLER'S GUIDE

THROUGH THE

MIDDLE AND NORTHERN STATES,

AND THE

PROVINCES OF CANADA.

SIXTH EDITION—ENLARGED AND IMPROVED.

Saratoga Springs:

PUBLISHED BY G. M. DAVISON; AND BY G. & C. & H. CARVILL, NEW-YORK.

MDCCCXXXIV.

Entered according to the Act of Congress, in the year 1834, by G. M. DAVISON, in the Clerk's office of the District Court of the Northern District of New-York.

INDEX.

Page.

Introduction, ... 17

From Savannah to Charleston.

Savannah, ... 19
Steam-boat route—table of distances, ... 20
Land route—table of distances, ... *id*
Charleston, ... 21
Charleston and Augusta rail road, ... 22
Sullivan's Island, ... 23

From Charleston to New-York.

Route by water—table of distances, ... 25

From Charleston to Norfolk.

Table of distances—Santee river, ... 25
Georgetown—Wilmington—Newbern, ... 26
Washington—Plymouth—Roanoke river, ... *id*
Albemarle Sound—Elizabeth City, ... 27
Dismal Swamp—Dismal Swamp canal, ... *id*
Portsmouth—Norfolk, ... 28

From Norfolk to Washington.

Table of distances, ... 29

From Norfolk to Baltimore.

Table of distances—Chesapeake Bay, ... 30

From Norfolk to Richmond.

Table of distances, ... 30
Williamsburgh—Jamestown 31

171735

Richmond,..... 33
Manchester,..... 34

From Richmond to Monticello.

Monticello—Grave of Jefferson,..... 34

From Monticello to the Warm Springs.

Warm Springs—Natural Bridge,..... 36

From Richmond to Washington City.

Route and table of distances—Fredericksburgh,.. 37
Mount Vernon,..... 38
Alexandria,..... 39
Washington City,..... 40
Georgetown,..... 47
Chesapeake and Ohio canal,..... 48

From Washington to Baltimore.

Table of distances—Baltimore,..... 49
Baltimore and Ohio rail road,..... 53
Baltimore and Susquehannah rail road,..... 55

From Baltimore to Philadelphia.

Stage route—Wilmington,..... 58
Steam-boat and rail road route—North Point,.... 59
Chesapeake and Delaware canal,..... *id*
French Town and Newcastle rail road,..... 60
Newcastle—Philadelphia,..... 63
Internal improvements—Union canal,..... 70
Pennsylvania canal,..... 72
Schuylkill canal—Lehigh canal,..... 74
Philadelphia and Norristown rail road, ... *id*
Columbia and Philadelphia rail road,..... 75
Coal Mines,..... *id*

From Philadelphia to the Schuylkill Coal Mines.

Table of distances—Norristown,..... 80

Pottstown—Reading,..... 80
Hamburgh—Mount Carbon,..... 81

Route to the Lehigh Coal Mines.

Mauch Chunk,..... 84
Mauch Chunk rail road,..... 85
Lehigh river,..... 86
The landing—Lehighton,..... 87
Lehigh Water Gap—Bethlehem,..... 88
Easton,..... 89
Morris canal—Delaware Water Gap,..... 90
Delaware Wind Gap,..... 91

From Easton to Schooly's Mountain and thence to New-York.

Table of distances—Schooly's Mountain,..... 91
Newark, N. J..... *id*

From Philadelphia to New-York.

Steam-boat and rail road route—table of distances, 92
Burlington—Bristol,..... *id*
Bordentown—Camden and Amboy rail road,..... 93
Steam-boat and stage route—table of distances,... 94
Trenton,..... 95
Princeton,..... *id*
New-Brunswick,..... 96
Perth Amboy—Elizabethtown—Staten Island,... 97
New-York,..... *id*
Principal Hotels,..... 106
Public coaches—Excursions,..... 111
Governor's and Bedlow's Islands,..... *id*
Staten Island—Patterson—Passaic Falls,..... 112
Hoboken—Weehawk—Long Branch,..... *id*
Harlaem rail road,..... 113
Manhattan Island,..... *id*
Hurl Gate,..... 114
Brooklyn,..... 115
Discovery of the Hudson,..... 116

From New-York to Albany.

Table of distances,..... 119
Passage of the Hudson—Weehawken,..... 121
Palisadoes,..... 123
Fort Lee—Fort Washington,..... *id*
Tappan Bay—Tarrytown,..... 123
Haverstraw Bay—Highlands,..... 124
West Point,..... 125
Military Academy,..... 126
Polopel Island—New Windsor,..... 128
Newburgh,..... 129
Milton—Poughkeepsie—Hyde Park Landing,... 130
Delaware and Hudson canal,..... *id*
Catskill,..... 131
Pine Orchard,..... 132
Athens—Hudson,..... 134
Coxsackie Landing,..... 135
Albany,..... *id*
Excursions—Mansion of Gen. Van Rensselaer,... 139
McAdamized road—U. S. Arsenal,..... 140
Watervleit—Troy 141
Lansingburgh—Waterford,..... 143
The Junction—Cohoes Falls,..... 144
Van Schaick's Island,..... 145
Shaker Settlement,..... 146

From Albany to Saratoga Springs.

Table of distances,..... 149
Mohawk and Hudson rail road,..... 150
Buel's Farm,..... 152
Schenectady,..... 153
Saratoga and Schenectady rail road,..... 155
Ballston Lake—Ballston Spa,..... 157
Saratoga Springs,..... 162

From Saratoga Springs to the Battle Ground.

Saratoga Lake,..... 174
Bemus' Heights,..... 175

Schuyler-Ville,..... 178
Fort Edward,..... *id*

From Saratoga Springs to Lake George.

Sandy Hill—Glens' Falls,..... 180
Jessups' Falls—Hadley Falls,..... 181
Bloody Pond—Caldwell,..... 182
Lake George,..... 183
Fort William Henry,..... 184
Passage of Lake George,..... 186
Ticonderoga,..... 189

EXCURSION TO NIAGARA FALLS.

BY RAIL ROAD AND STAGE.

From Saratoga Springs to Buffalo.

Remarks,..... 191
Table of distances,..... 193
Schenectady,..... 194
Amsterdam—Caughnawaga—Johnstown,..... 195
Fort Plain,..... 196
Little Falls,..... 197
Petrifactions at Osquake creek,..... 200
Herkimer,..... 201
Utica,..... *id*
Trenton Falls,..... 205
New Hartford—Manchester,..... 210
Vernon—Oneida Castle—Lenox,..... 211
Quality Hill—Chitteningo,..... 212
Manlius,..... 213
Jamesville—Onondaga Hollow,..... *id*
Onondaga Hill—Marcellus,..... *id*
Skaneateles,..... 214
Auburn—State Prison,..... 215
Cayuga,..... 217
Seneca Falls,..... 218
Waterloo—Geneva,..... *id*
Geneva Lake,..... 219

Canandaigua,..... 221
Burning Springs,..... 224
E. & W. Bloomfield—Lima—East Avon,..... 226
Avon Spring—Caledonia,..... 227
Leroy—Batavia,..... 228
Batavia to Buffalo,..... 229

ERIE CANAL.

Description of,..... 230
Canal passage—Canal route,..... 233
Table of distances,..... 234
Albany—Troy—the Junction,..... 236
Schenectady—Amsterdam,..... *id*
Schoharrie Creek—Caughnawaga,..... *id*
Anthony's Nose—Spraker's Basin—Canajoharrie, *id*
Bowman's Creek—Fort Plain,..... *id*
East Canada Creek—Mohawk Castle,..... *id*
Little Falls—Herkimer,..... 237
Frankfort—Utica—Whitesborough,..... *id*
Oriskany—Rome,..... 238
New London,..... 236
Canastota—Chitteningo—Syracuse,..... 240
Salina,..... 241
Oswego canal—Geddes—Nine Mile creek,..... 243
Camillus—Canton—Jordan—Weed's Port,..... *id*
Centre Port—Port Byron,..... *id*
Lake Port—Clyde,..... 244
Palmyra—Fair Port—Fullom's basin, Pittsford,.. 245
Rochester,..... 246
Carthage,..... 251
Spencer's basin—Brockport—Holley—Albion,... 252
Medina—Middleport—Lockport,..... 253
Buffalo,..... 255
Seneca Village,..... 258

WESTERN LAKES.

Lake Superior—Lake Huron—Lake Michigan,.. 259
Michilimackinac—Detroit,..... 260
Lake Erie,..... 261

From Buffalo to Niagara Falls.

Stage route on the American side,..... 261
Stage and steam-boat route on the Canada side,.. *id*
Black Rock--Waterloo,..... 262
Chippewa Battle Ground,..... 263
Chippewa Village,..... 264
Bridgewater or Lundy's Lane,..... 265
Burning Spring—Niagara Falls,..... 267
Canada side,..... 268
American side,..... 271
Biddle stair way,..... 273
Welland canal,..... 275
Queenston, battle of,..... 277
Brock's Monument,..... 278
Fort George or Newark,..... 279
Youngstown—Lewiston,..... *id*
Ridge Road or Alluvial Way,..... 280
Tuscarora Village—Devil's Hole,..... 281
Whirlpool—Sulpher Spring—American Fall,.... 282

LAKE ONTARIO.

Description of,..... 282

Route from Niagara to Montreal.

British side,..... 283
Table of distances,..... 284
American side—table of distances,..... 285
Charlotte—Great Sodus Bay—Oswego,..... 286
Sacket's Harbor,..... 288
Cape Vincent—Morristown—Ogdensburgh,..... 289
Rapids of the St. Lawrence,..... 290
Gallop Islands—St. Regis—Lachine—Montreal,. 291
Excursions—Lachine—Varrennes,..... 294
Rideau canal..... 295

From Montreal to Quebec.

Description of the route,..... 301

William Henry—Lake St. Peter,..... 302
Three Rivers—Richelieu Rapids,..... 303
Sillery river—Wolfe's Cove—Point Levi—Quebec, 304
Plains of Abraham,..... 314
Montello Towers,..... 315
Falls of Montmorenci,..... 316
Lorette,..... 318
Chaudiere Falls,..... 319
St. Lawrence river below Quebec,..... 320
Saguenay river,..... 322
Mouth of the St. Lawrence,..... 324
From Quebec to Montreal,..... *id*

From Montreal to Whitehall.

Table of distances,..... 325
Chambly—St. Johns—Lake Champlain,..... 326
Isle aux Noix—Rouse's Point—Plattsburgh,..... 327
Downie's Monument,..... 328
Mc Donough's Farm—Port Kent—Adgate's Falls, 330
High Bridge—Burlington,..... 331
Split Rock—Crown Point,..... 332
Ticonderoga—Mount Independence,..... 333
South and East Bays—Whitehall,..... *id*

CHAMPLAIN CANAL.

Description of,..... 334

Canal route from Whitehall to Albany.

Table of distances,..... 335

From Whitehall to Albany, by Stage and Rail Road.

Table of distances,..... 335
Fort Ann—Burgoyne's road,..... 336
Sandy Hill—Fortville,..... *id*
Saratoga Springs to Albany,..... 337

ROUTES TO BOSTON.

Remarks relating to,..... 337

From Albany to Boston.

Table of distances—New Lebanon,..... 338
Pittsfield—Natural Bridge,..... 339
Northampton—Farmington and Hampshire canal, 340
Mount Holyoke,..... 341
Hadley,..... 342
Regicides, Whalley and Goffe,..... *id*
Belchertown—Ware Factory Village—Brookfield, 344
Leicester—Worcester,..... 345
Black Stone canal—Boston and Worcester rail road, 346
Worcester to Boston,..... *id*

From Saratoga Springs to Boston.

Table of distances—Schuylerville—Union Village, 347
Cambridge—Arlington,..... *id*
Manchester—Chester—Bellows Falls,..... 348
Walpole,..... 349
Keene—Groton—Concord—Lexington,..... 350
Cambridge,..... 352

From Whitehall to Boston.

Fairhaven—Castleton,..... 353
Rutland—Chester,..... 354

From Burlington to Boston, through Windsor, Vt.

Tabble of distances—Montpelier,..... 355
Randolph—Royalton—Woodstock—Windsor,... 356
Windsor to Boston,..... *id*

From Burlington to Boston, by way of the White Mountains and Concord, N. H.

Table of distances—Hanover, (*see note*)..... 357
White Mountains,..... 358
Conway—Fayasburgh,..... 365

From Conway to Concord.

Centre Harbor—Red Mountain,..... 366
Squam Lake—Concord,..... 367

From Concord to Boston.

Nashua—Lowell,..... 368
Boston and Lowell rail road,..... 271
Boston,..... *id*
Mount Auburn—Quincy,..... 379
Dorchester,..... 380
Brighton—Watertown—Cambridge,..... 381
Charlestown,..... *id*
Ursuline Convent—Breed's Hill,..... 382
Bunker Hill Monument—Fort Independence,.... 386
Nahant,..... 387
Forts around Boston erected during the revolution, 390

From Boston to Portland.

Table of distances—Lynn—Salem,..... 397
Newburyport—Portsmouth,..... 398
Portland,..... 399

From Portland to Quebec.

Remarks relative to the route,..... 401
Table of distances—North Yarmouth—Freeport, *id*
Brunswick,..... *id*
Bowdointown—Hallowell,..... 402
Augusta—Sidney,..... *id*
Waterville—Bloomfield—Norridgework,..... 403
Remainder of the route to Quebec,..... *id*

From Portland to Eastport.

Table of distances,..... 403
Bath—Wiscasset—New Castle—Waldoboro',.... 404
Warren—Thomastown—Camden—Belfast,..... 405
Buckstown—Penobscot—Castine,..... *id*
Machias—Eastport,..... 406
Robinstown,..... 407

From Boston to New-York.

Remarks relating to and directions,..... 407

From Boston to Providence.

Remarks and directions--Table of distances,..... 408
Dedham,..... *id*
Walpole—Pawtucket--Providence,..... 409
Blackstone Canal,..... *id*

From Providence to Newport.

Bristol—Newport,..... 412
Fort Green—Mount Hope—King Philip,..... 414

From Providence to New-London.

Remarks—Centerville—West Greenwich,..... 418
Hopkinton—Stonington,..... 419
New-London,..... 420
Steamboat and stages,..... 422

From New-London to Norwich, by steam-boat.

Thames river,..... 422
Mohegan—Trading Cove—Norwich,..... 423

From Norwich to Hartford.

Table of distances—East Hartford—Hartford,.... 425
Steam boats and stages from Hartford,..... 428

From Hartford to New-Haven.

Table of distances—Wethersfield—Rock Hill,... 429
Middletown—Military Academy,..... 430
Natural Ice Houses,..... 431
Haddam—Saybrook, (*see note.*)..... *id*
New-Haven—Public Square,..... 432
Yale College,..... 433
New burying ground—Tontine Coffee House,... 434
West Rock,..... *id*

East Rock—Farmington Canal,..... 435
Steam boats from New-Haven to New-York,.... 436
Stages from New-Haven,..... id

Route from New-Haven to New-York.

Table of distances—Sketch of the route, (*see note.*) 436
Bridgeport—Fairfield—Norwalk,..... id
West Chester County—Horseneck—Harlæm,... 437

From New-Haven to Litchfield.

Stages—Waterbury—West Rock,..... 437
Watertown—Litchfield—Mount Tom,..... 438
Great Pond—Chalybeate Spring—Mount Prospect, id

From Litchfield to Albany.

Stages and intervening places,..... 439

From Litchfield to Hartford.

Harwinton—Burlington—Farmington,..... 439
Hartford,..... 440

Route up the Valley of the Connecticut river.

Windsor—Enfield,..... 440
Suffield,..... 441
West Springfield—Springfield,..... 442
South Hadley Falls,..... 443
Northampton—Hadley—Hatfield,..... 444
Muddy Brook,..... 445
Deerfield,..... 446
Greenfield—Turner's Falls,..... 448
Bernardstown—Vernon,..... 449
Guilford—Brattleborough—Dummerston,..... 450
Putney—Westminster—Walpole—Bellows Falls, id
Charlestown,..... id
Springfield,..... 451
Weathersfield,—Windsor—Hartland,..... 452
Hartford—Hanover,..... id

INTRODUCTION.

THE oppressive heat of summer in the sourthern sections of the the United States, and the consequent exposure to illness, have long induced the wealthy part of the population to seek, at that season of the year, the more salubrious climate of the north. But the recent gigantic internal improvements in the northern and middle states, and the developement of new and highly interesting natural scenery, together with the increased facilities for travelling, have greatly augmented the number of tourists within a short period. The rail roads, canals, coal mines, the Springs, the Falls, the Lakes, the fortifications of Quebec, the sublime mountain scenery in New-York and New-England, with the various attractions presented in the large commercial cities, cannot fail of insuring to a traveller a rich compensation for the toils incident to a journey.

This work is designed as a pocket manual and guide to travellers visiting these places. Our limits forbid that we should indulge in elaborate descriptions or minute geographical and statistical details. We have therefore confined ourselves to subjects of more immediate interest to the tourist; directing him in his course, and pointing out, as he passes, objects which most deserve his notice and regard.

The Guide, it will be perceived, commences at Savannah, in Georgia, though a rapid glance of the country merely is taken until reaching Washington City. The

travelling from south to north being more generally by water than otherwise, a minute description of the country between Savannah and Washington would be uninteresting and unimportant to a great proportion of the readers of these pages. We therefore briefly notice some of the prominent cities and towns, and pass on to those sections embraced within what has been usually denominated the FASHIONABLE or NORTHERN TOUR.

THE

TRAVELLER'S GUIDE.

SAVANNAH, the principal city in the state of Georgia, is located on the south-west bank of the Savannah river, about 17 miles from the bar at its mouth. The city is built on elevated ground, and exhibits a beautiful appearance from the water; its tall spires and other public buildings, with the groves of trees planted along its streets, giving it an air of peculiar fascination. The streets are wide and regularly laid out, and the buildings, together with the public squares, of which there are ten, exhibit much taste and elegance. Of the public buildings, the city contains a court house, jail, hospital, theatre, exchange, a public library, 3 banks, and 10 churches. The Presbyterian church is an elegant and spacious edifice of stone. The Exchange is a large building, 5 stories high. The academy, partly of brick, and partly of stone, is 180 feet front, 60 feet wide, and 3 stories high. Savannah is by far the most important commercial town in Georgia, and is the great mart of the cotton planters for an extensive and well settled region of country. Steam boats ply regularly between Savannah and Charleston, distance 110 miles, as follows:

	Miles.		Miles.
Tybee Sound,.....	12	North Edisto Sound,.	10
Port Republican,....	25	Light House,.....	25
Beaufort,.....	10	Charleston Bar,.....	3
South Edisto,.....	18	Charleston,.....	7

By land, the distance between the two cities is 118 miles, as follows:

	Miles.		Miles.
From Savannah to Beck's Ferry, on the Savannah r....	25	Thompson's Tavern,.	9
		Pompon P. Office,....	11
Fitch's Echan road,..	19	Jackson Borough,....	3
Coosauhatchie,.....	4	Hick's Tavern,.....	10
Pocotaligo,.....	6	Green's Tavern,.....	10
Saltketcher Church,.	7	Ashley River,.....	8
		Charleston,.....	6

On this route, the tourist crosses the *Savannah river*, which is navigable for steam boats to Augusta, 105 miles above Savannah having its rise 150 miles north-west of the former place;

The *Coosauhatchie river*, which rises 47 miles north-west of the village of that name, and falls into the Coosaw river, 6 miles south-east;

The *Cambahee river*, which rises 75 miles north-west of Saltketcher, and falls into St. Helena Sound, 18 miles south-east from that place;

The *Edisto river*, which rises 90 miles north-west of Jacksonboro', and falls into the Atlantic ocean 20 miles south-east; and

The *Ashley river*, which rises about 40 miles north-west of Charleston.

This route is interspersed with rice and cotton plantations, and several handsome country seats of the op-

ulent owners of the soil. In the spring, the whole face of the country assumes a richness of verdure highly picturesque and romantic; which, however, becomes dried and withered during the burning heat of a summer's sun.

CHARLESTON,

The metropolis of South Carolina, is alike distinguished for the opulence and hospitality of its inhabitants. On entering the city from the bay, an interesting prospect is presented. The glittering spires of its public edifices are well calculated to give animation to the scene. Some of its streets are extremely beautiful, and many of the houses are truly elegant. Orange trees, in the early part of the season, laden with fruit, and peech trees clothed with blossoms, meet the eye of the traveller, and united with the climate of the country at that time, render Charleston one of the most attractive cities in the union. The society is refined, intelligent, frank and affable.

The city was founded and made the seat of government of the state in 1680. It stands on a dead level with the sea, two noble rivers, the Ashley and the Cooper, enclosing it on a wide peninsula called the Neck. Most of the houses contain a piazza, extending from the ground to the top, giving to the rooms in each story a shady open walk. Except in the commercial parts of the town, the houses, which are mostly painted white, are generally surrounded with gardens, trees and shrubbery, giving to them a peculiarly romantic and rich appearance.

The most celebrated edifices of this city, are the Orphan Asylum and the Circular Church. The former is one of the best institutions of the kind in the United States. It maintains and educates 130 orphan children, and is highly honorable to the characteristic humanity and benevolence of the place, and a happy illustration of the tone of public feeling. The other public buildings are 10 or 12 in number, exclusive of about 20 churches. The city library is one of the best in the union, and contains nearly 14,000 volumes.

A rail road from Charleston to Hamburgh, on the Savannah river, opposite Augusta, 135 miles, was finished in 1833. The charter was granted in January, 1828, and the books openened in the following March; but a small portion only of the stock was taken, yet the company was organized, and proceeded to collect such facts as would shed light upon the undertaking. In the winter of 1828, '29, an experimental line of survey was executed, and in the winter of 1829, '30, the route was explored by Mr. Horatio Allen; in the mean time a section of three or four miles was constructed and put into operation; doubts and fears were in a measure dispelled, and by great exertion the subscription to the stock was increased to $600,000, in August, 1830, when the affairs of the company assumed a promising aspect, and the work progressed rapidly to a consummation. In the construction of this road wood alone is used, with the exception of a flat bar of iron on the surface. Piles are driven into the earth on each side of the path, on the top of which and at right angles with the path, a sleeper is placed; the rail of wood, six by ten inches square, is fastened to

tion, and very liable to decay; it however answers present purposes, and will enable the company to rebuild the road at a future period, of more permanent materials, and at a much less expense. Steam carriages are alone used on the road. This communication with the interior will prove of great importance to the city as well as country, and the receipts, it is believed, will give a fair dividend to the stockholders.

SULLIVAN'S ISLAND, which lays at the distance of 7 miles from the city, at the entrance of the harbor, is a spot consecrated as the theatre of important events during the revolution. On this island is FORT MOULTRIE, rendered glorious by the unyielding desperation with which it sustained the attack of the British fleet in the war of our independence. The fleet consisted of about fifty sail; and on the first annunciation of its approach, lay within six leagues of the island. It was a time of awful and anxious suspense to the garrison in the fort, and to the inhabitants of the city. The public mind had become deeply impressed with ideas of English valor; and diffident of its own power, looked with painful anxiety towards the issue of the coming contest.

About this period a proclamation reached the shore, under the sanction of a flag, in which the British commander, Sir Henry Clinton, held out the promise of pardon to all who would resign their arms and co-operate in the re-establishment of loyalty. But the royal proposition met with the rejection which it deserved. The militia of the adjacent country crowded the streets the sleepers. This is a very cheap mode of construc-

of Charleston; the citizens threw down their implements of industry and grasped their arms in defence of their native city. On the 28th of June, 1776, Fort Moultrie was attacked by about ten ships, frigates and sloops, and was defended in a manner that would have honored the heroic veterans of Greece or Rome.

During this engagement, the inhabitants stood at their respective posts, prepared to meet the advancing foe. They had determined to grapple with the enemy as he landed, and surrender their liberty only with their lives. But so manfully did the garrison withstand the conflict, that the fleet was compelled to withdraw, leaving the inhabitants in the unmolested enjoyment of their rights.

The influence of this expedition was most auspicious to the cause of American liberty. It strengthened the trembling hopes and dispersed the fears of the inhabitants. They had seen the result of this attempt, and now felt the triumphant assurance that the sacred cause in which they had enlisted would eventually succeed.

The communication between Charleston and New-York is rendered frequent by convenient and commodious steam and other packets that ply from one place to the other. A journey by land, until reaching Norfolk, is tedious and uninteresting; the public inns, except in the large towns, are generally poor, and a voyage by water is the uniform choice of the fashionable and genteel portion of the community.

The distance by water from Charleston to New-York is 670 miles, and the intermediate distances are as follows:

	Miles.		Miles.
Off Cape Fear,.....	120	Off Barnegat Inlet,..	70
Cape Look Out,.	75	The Bar,.....	45
Cape Hatteras,..	78	Sandy Hook,.....	3
Capes of Virginia,	140	The Narrows,.....	11
Cape May,.....	120	New-York,.....	8

FROM CHARLESTON TO NORFOLK,

by the coast,

Is 419 miles, and the intermediate distances are as follows:

	Miles.		Miles.
By land.		Trenton.....	11
Greenwich,.....	4	Newbern,.....	20
Wapetan Church,....	15	Washington,.....	35
Tweeden Cottons,....	17	Plymouth,.....	35
Santee R., S. Branch,.	10	Mouth of Roanoke R.	8
N. Branch,	2	*By steam boat.*	
Georgetown,.....	14	Wade's Point, Albemarle Sound,.....	45
On the Sands,.....	20	Elizabeth City,.....	17
Varenea, N. C.....	13	*By land.*	
Smithville,.....	26	Pasquotank River,...	12
Brunswick, ...	12	N. Carolina state line,	10
Wilmington,.....	18	Portsmouth, ...	20
Hermitage, ...	6	Norfolk,.....	1
S. Washington, ...	24		
Rhode's,.....	24		

The *Santee*, passed on this route, is the principal river in South Carolina. It is formed by a union of the Congaree and Wateree about 25 miles south east of Columbia, and falls into the ocean by two mouths about 12 miles south-east from where it is crossed. A canal 22 miles long, connects the Santee with Cooper river, through which large quantities of produce are annually conveyed to Charleston.

GEORGETOWN, the capital of the district of that name, is located on Winyaw bay, near the mouth of the Pedee river, and 13 miles from the ocean. It contains a population of between 2 and 3000 inhabitants, and is a place of very considerable trade.

WILMINGTON, N. C. is the capital of New-Hanover county. It is situated on the north east side of Cape Fear river, just below a union of its branches, to which place the river is navigable for vessels. The town contains a court house, jail, academy, 2 banks, 2 churches, and between 2 and 3000 inhabitants; and is the greatest shipping port in the state. It was visited by a conflagration in 1819, by which 200 buildings, valued at $1,000,000, were destroyed; and by another in 1828, in which 50 buildings were burned, valued at $130,000.

NEWBERN is situated on the south side of Neuse river, 30 miles from Pamlico Sound. It is the largest town in North Carolina, containing a population of nearly 4000 inhabitants. There are in this place a court house, jail, theatre, 2 banks and 3 churches.

WASHINGTON is located on the north side of the Pamlico river, and contains a population of about 1200 inhabitants.

PLYMOUTH, the capital of Washington county, is situate on the north side of the Roanoke river, and 5 miles from Albemarle Sound.

The *Roanoke river* rises in the state of Virginia, pursuing a crooked course to Albemarle Sound, into which

DISMAL SWAMP.

it empties by several channels, 230 miles from its source. It is navigable about 30 miles for vessels of considerable burthen, and for boats, 70 miles. The banks are fertile and well settled.

Albemarle Sound is in the north-east part of North Carolina, on the coast. It extends from east to west 62 miles, and is from 4 to 15 miles wide. It is connected with Pamlico Sound by several narrow inlets, and with the Chesapeake Bay by a canal through the Dismal Swamp.

A steam boat is taken at the mouth of the Roanoke across the Albemarle Sound to

ELIZABETH CITY, the capital of Pasquotank county, N. C. The town is located on the bank of the Pasquotank river, which has its source in the Dismal Swamp. It contains a court house, jail and 4 churches. From Elizabeth City the road to Norfolk lies on the bank of the canal, 23 miles long, cut through the

Dismal Swamp. This swamp is a track of marshy land, generally covered with pine, juniper and cypress trees. It is 30 miles long from north to south, and 10 broad. In the centre is Drummond's Pond, 15 miles in circumference.

The Canal, through this swamp, proves of immense advantage to the eastern section of North Carolina. Formerly their coasting trade was through the Ockracock inlet, by the tedious, hazardous and expensive sea route; but the canal forms an easy, safe and cheap means of conveyance, and affords more extensive markets. Near the centre of its extreme points is the junc-

tion of what is called the North West Canal, which is six miles long, and connects North West River (which empties into Currituck Sound in North Carolina) with the main canal, opening an avenue to market for the vast stores of timber in that section suitable for naval purposes, besides the various other products of the country. On the main canal, the basin at Deep Creek is a beautiful sheet of water, half a mile long, and 15 feet above tide water. The lockage is 40 feet; and the locks, which are stone, are of the best workmanship.

PORTSMOUTH is pleasantly located on the south west side of Elizabeth river, opposite Norfolk. It contains a court-house, jail and 4 churches, and between 2 and 3000 inhabitants.

NORFOLK, the commercial capital of Virginia, is situated on the east side of Elizabeth river, immediately below the junction of its two main branches, and eight miles above Hampton roads, and had a population, in 1830, of 9,800. The town lies low, and is in some places marshy, though the principal streets are well paved. Among the public buildings are a theatre, 3 banks, an academy, marine hospital, atheneum, and 6 churches. The harbor, which is capacious and safe, is defined by several forts. One is on Craney island, near the mouth of Elizabeth river. There are also fortifications at Hampton roads; the principal of which, Fort Calhoun, is not yet completed.

The *Navy Yard at Gosport*, on the bank of the Elizabeth river, nearly opposite Norfolk, is deserving the attention of strangers. A superb dock has been constructed at this place, similar to that at Charlestown,

near Boston. The length of the bottom, from the inner or foremost block, to that which is nearest the gates, is 206 feet, besides 50 feet of spare room—sufficient to hold a small vessel. The width of the dock, at the top, is 86 feet. As the tide rises and falls but 3 or 4 feet, the water is pumped out, when necessary, by steam engines.

From Norfolk to Washington city or Baltimore, the routes are usually performed by steam-boats. The intermediate distances are as follows:

FROM NORFOLK TO WASHINGTON,
195 miles,*

	Miles.		Miles.
Mouth of Elizabeth river,	9	Off Outlet St. Mary's river,	42
Mouth of James river,	6	Off Port Tobacco,	38
Mouth of York river, Old Point Comfort,	20	Mouth of Potomac river,	15
New Point Comfort,	10	Mount Vernon,	25
Rippahannock river,	15	Alexandria,	9
		Washington,	6

* The route is down the Elizabeth river till it enters the Chesapeake Bay—thence up the bay to the mouth of the Potomac, which is entered, the boat proceeding up the river, and passing Mount Vernon and Alexandria, noticed at pages 38, 39.

FROM NORFOLK TO BALTIMORE,

191 miles.

	Miles.		*Miles.*
To the mouth of the Rappahannock, as in the preceding table,.....	60	Cone Point,.....	5
Smith's Point, ...	25	Sharp's Island,.....	15
Outlet of Potomac,..	10	Three Sisters, ...	16
Outlet of Pautuxent river, ...	18	Annapolis,.....	10
		Sandy Point,.....	6
		Mouth of the Patapsco river,.....	11
		Baltimore,*.....	15

The CHESAPEAKE BAY, the principal water communication on the foregoing routes, stretches in a direction nearly north from the mouth of James river, or Lynhaven Bay, to the mouth of the Susquehannah river, near the north line of Maryland. It is 180 miles long, and varies from 10 to 25 miles in breadth, dividing the states of Virginia and Maryland into two parts, called the eastern and western shores. It has numerous commodious harbors, and affords a safe navigation. Among the waters which flow into it, (commencing north,) are the Susquehannah, Potomac, Rappahannock, York and James rivers. It has been estimated that the Chesapeake Bay, including its minor bays and inlets, contains an aggregate of 3600 square miles.

FROM NORFOLK TO RICHMOND,

The usual route is by water up the James river; on which steam-boats are constantly plying between the two places. We, however, give the routes by land and water, with the intermediate distances:

---

* See page 48.

By water—122 miles.

	Miles.
Mouth of Elizabeth r.	9
Day's Point,.....	10
Hog Island,.....	16
Swan's Point,.....	9
Chickahomany r.....	4
Fort Powhattan,....	21
Eppe's Island,.....	17
Chesterfield,.....	23
Richmond,.....	13

By land—110 miles.

	Miles.
Mouth of Elizabeth r.	9
Cross Hampton Roads to Hampton,.....	8
Half-way House,.....	11
York,.....	10
Williamsburgh,.....	12
Chiswell,.....	14
Cumberland,.....	16
Chickahomany river,..	15
Richmond,.....	14

WILLIAMSBURGH, 50 miles from Norfolk, is situated between York and James rivers, and was formerly the metropolis of the state. Its streets are regularly laid out, and many of the buildings are handsome. William and Mary's College, located in this place, was founded in 1691, and was liberally endowed at that time by the reigning king and queen of England. It has a library of between 3 and 4000 volumes, and a valuable philosophical apparatus.

JAMESTOWN, between 50 and 60 miles below Richmond, on the north side of James river, was founded in 1608, and was the first English settlement in the United States. The scite is a very beautiful one, and the settlement itself must have been but a few steps from the river. On each side there is a delightful and variegated succession of woodlands, meadows, pastures, and green fields; in front, appears the broad expanse of James river, with its multitude of white, gliding sails. The opposite hills are picturesque: some are entirely covered with woods; others, partly clear-

ed, presenting, in the proper season, patches of white, wavy corn. To increase the richness of this scenery, here and there are distinguished the old and elegant mansions of the Virginia planters, like points of beauty in a fine picture.

No vestige of Jamestown is now to be seen, except the ruins of a church steeple, about 30 feet high, and fringed to its summit with running ivy. Near by is a burying ground with its venerable tombstones, and spotted with dark green shrubbery and melancholy flowers. It looks like a lonely, unfrequented place, and there is something deeply interesting in contemplating these vestiges of an age gone by.

In this scene of silence and solitude, the rude forefathers of the hamlet have, for ages, rested. Nothing at this day remains but the land they cultivated, and the graves in which they repose; but the places are well known, and with increasing years will grow more venerable and illustrious.

The celebrated *Pochahontas* (daughter of the Indian chief Powhatan) was the tutelary guardian of this settlement; and some of her descendants are now living in Virginia. Among the most distinguished, is the Hon. John Randolph. His descent is thus given in a Virginia paper:

"Pochahontas was afterwards in London, in company with her husband, whose name was Rolf, an Englishman by birth. She was presented to the King and Queen, by Lady Delaware and her husband. She was present at several masquerades and assemblies, all which sights gave her great gratification. Soon afterwards, having embarked on board the ship George,

from London, for Virginia, she fell sick and died at Gravesend.

"Her young child, Thomas Rolf, was left at Plymouth, under the care of Sir Thomas Stukely, who desired to keep it. Pochahontas died in 1617, aged 23. Thomas Rolf, her son, afterwards became a citizen of Virginia. He left at his death a daughter; this daughter married Col. Robert Bolling, by whom she left an only son and five daughters, who were married respectively to Col. Richard Randolph, Col. John Fleming, Doct. William Gray, Mr. Thomas Eldridge, and Mr. James Murray.

"The noble blood of Pochahontas flows in many veins; and the late Orator of Roanoke, John Randolph, used to claim a descent from the daughter of Powhatan."

RICHMOND, the capital of Virginia, is situated on the north bank of James river, directly at its lower falls, at the head of tide water, and 150 miles from its mouth. The town rises in an acclivity from the water, and presents a beautiful and highly picturesque appearance. A part of the town, on what is called Schockoe hill, overlooks the lower part; and from the capitol, which is on the greatest eminence, a most delightful prospect is had of the river and adjacent country. Besides the capitol, which is a handsome edifice, the city contains an elegant court house, a state prison, (which cost $135,000) an alms house, 2 markets, a museum, an academy of fine arts, a female orphan asylum, 3 banks and 8 churches; one of which, built on the ruins of the theatre in the conflagration of which 90 citizens perished, is very beautiful. At the Virginia armory, which is

erected here, are manufactured between 4 and 5000 muskets and rifles annually. The population of the city in 1830, was 16,085.

MANCHESTER, directly opposite, is connected with Richmond by two substantial bridges, and is a flourishing place.

Among the many objects of attraction in Virginia, are Monticello, the former residence of ex-president Jefferson, the Warm and Hot Springs, the Natural Bridge, and the Berkley Springs.

From Richmond to Monticello, the distance is 80 miles, in a north-westerly direction; the road passing Goochland county line, distant 20 miles; Fluvanna county line, 33; Gordonsville, 12; Milton, on the Rivanna river, 12; Monticello, 3.

MONTICELLO was much resorted to during the life time of its sage and philosopher; and since his decease, the consecrated spot of his interment is a place of frequent visitation. It is thus described by a late traveller:

"I ascended the winding road which leads from Charlottesville to Monticello. The path leads a circuitous ascent of about 2 miles up the miniature mountain, on which stand the mansion, the farm, and the grave of Jefferson. On entering the gate which opens into the enclosure, numerous paths diverge in various directions, winding through beautiful groves to the summit of the hill. From the peak on which the house stands, a grand and nearly illuminated view opens, of the thickly wooded hills and fertile vallies, which

stretch out on either side. The University, with its dome, porticoes, and colonades, looks like a fair city in the plain; Charlottesville seems te be directly beneath. No spot can be imagined as combining greater advantages of grandeur, healthfulness and seclusion. The house is noble in its appearance; two large columns support a portico, which extends from the wings, and into it the front door opens. The apartments are neatly furnished and embellished with statues, busts, portraits and natural curiosities. The grounds and out houses have been neglected; Mr. Jefferson's attention being absorbed from such personal concerns, by the cares attendant on the superintendence of the University, which, when in health, he visited daily since its erection commenced.

"At a short distance behind the mansion, in a quiet, shaded spot, the visitor sees a square enclosure, surrounded by a low unmortared stone wall, which he enters by a neat wooden gate. This is the family burial ground, containing 10 or 15 graves, none of them marked by epitaphs, and only a few distinguished by any memorial. On one side of this simple cemetry, is the resting place of the Patriot and Philosopher. When I saw it, the vault was just arched, and in readiness for the plain stone which is to cover it. May it ever continue like Washington's, without any adventitious attractions or conspicuousness; for, when we or our posterity need any other memento of our debt of honor to those names, than their simple inscription on paper, wood or stone, gorgeous tombs would be a mockery to their memories. When gratitude shall cease to con-

secrate their remembrance in the hearts of our citizens, no cenotaph will inspire the reverence we owe to them."

From Monticello to the Warm Springs, is 91 miles, in a westerly direction, passing through Charlottesville 2 miles, Rockfish Gap 24, Waynesboro' 2, Staunton 12, Cloverdale 28, Green Valley 10; from whence to the WARM SPRINGS is 13 miles. The temperature of these springs is about 96°, and sufficient water issues from them to turn a mill. They are used for bathing, and are esteemed valuable in rheumatic complaints.

The BATH or HOT SPRING is 5 miles farther. The stream is small; but the temperature is much greater than that of the Warm Springs, being 112°.

These springs flow into the Jackson, a source of the James river.

The NATURAL BRIDGE is 150 miles west of Richmond, and by diverging to the left, without visiting Monticello, may be taken in the route to the Warm Springs. This bridge is over Cedar creek, in Rockbridge county, 12 miles south west of Lexington, and is justly considered one of the greatest natural curiosities in the world. The river at this place runs through a chasm in a hill. The chasm is 90 feet wide at the top, 200 feet deep, and the sides almost perpendicular. The bridge is formed by a huge rock thrown completely across this chasm at the top. The rock forming the bridge is 60 feet broad in the middle, and is covered with earth and trees. It forms a sublime spectacle

when examined from the margin of the river beneath.*

FROM RICHMOND TO WASHINGTON CITY, 120 miles.

A stage is generally taken at Richmond for the mouth of the Potomac creek, 9 miles beyond Fredericksburgh; from whence steam boats pass up the Potomac to Washington. The intermediate distances are as follows:

By stage.	*Miles.*		*Miles.*
From Richmond to Chickahomany river,.....	10	Frderickshurgh,....	14
Hanover Court House,	10	Mouth of Potomac creek,.....	9
White Chimneys,....	10	*By steam-boat.*	
Mattapony river,....	8	Mount Vernon,.....	30
Bowling Green,.....	6	Alexandria,.....	9
Vileboro',.....	8	Washington,.....	6

FREDERICKSBURGH is situated on the south side of the Rappahannock river, 110 miles from its outlet into

* A student of one of the Virginia colleges, a few years since, attempted the daring effort of climbing up one of the sides of this precipice. He had ascended 50 or 60 feet before he was aware of the extreme hazard of the undertaking. It was then too late to retreat, and to progress seemed certain destruction. He, however, continued ascending from one crevice to another, holding on the occasional protuberances of the rock, until he reached the top. But so arduous was the labor, that his hands and limbs were severely lacerated, and such was the effect on his mind of the perils and dangers encountered, that he became partially deranged, and never fully recovered the possession of his mental faculties.

the Chesapeake Bay. It contains a court-house, jail, academy, 2 banks, 4 churches, and about 500 dwelling houses; and being near the head of navigation and surrounded by a fertile country, it enjoys an extensive and advantageous trade.

The first object of immediate interest on ascending the Potomac, is

MOUNT VERNON, on the south side of the river, 39 miles from the mouth of the Potomac creek. To this sacred spot the mind of every American recurs with the most enthusiastic devotion. He looks upon it as consecrated ground. Here the immortal Washington, after having conducted the American armies forth to victory and independence, retired to enjoy the rich reward of his services in the warm hearted gratitude of his countrymen, and in the peaceful seclusion of private life.

This place, till within a few years, was the residence of Judge Washington, the nephew of the General; but after his decease in 1829, the estate descended to a nephew of the Judge, John Adams Washington, who died in 1832; since which the estate has remained in the possession of the widow and children of the latter. The road to it is almost uninhabited, and difficult to trace. The house stands on an eminence, embracing a delightful view of the Potomac, with a rich and beautiful lawn extending in front to the river.

The TOMB OF WASHINGTON is visited as an interesting object of contemplation. The *Old Tomb*, so called, in which the remains were originally interred, is fast going to decay; but the new tomb, more remote from the river, the construction of which was commenc-

ed by the General previous to his decease, and into which his remains were removed in 1830, is of solid and enduring materials. Here slumber in peaceful silence the ashes of the great and patriotic Father of Liberty. No monument has yet been erected to his memory; and the only inscription on the tomb is the following: "I am the resurrection and the life."

ALEXANDRIA, an incorporated city, 9 miles farther, on the west bank of the river; it is a place of extensive business and of fashionable resort during the sittings of congress. It contains a court house, 6 churches and a theological seminary.

The Museum at this place, among other things, contains *an elegant satin robe*, scarlet on one side and white on the other, in which Gen. Washington was babtized; *a penknife*, with a pearl handle, given to him by his mother when he was in his twelfth year, and which he kept fifty-six years; *a pearl button*, from the coat he wore at his first inauguration as President of the United States in the old City Hall, New-York; *a black glove*, worn by him while in mourning for his mother; *part of the last stick of sealing wax* which he used; *the original of the last letter written by him*, being a polite apology, in behalf of himself and Mrs. Washington, for declining an invitation to a ball at Alexandria; it is penned with singular neatness, accuracy and precision, and contains this expression—"Alas! our dancing days are over;" *a beautiful masonic apron*, with the belt of scarlet satin and the white kid gloves worn by him the last time he shared in the social ceremonies of the "mystic tie."

The country between this city and the capital is but thinly inhabited, and the soil poor and unproductive; but the road is good, and a ride to Alexandria constitutes one of the amusements of a winter at Washington.

WASHINGTON CITY

Is 6 miles from Alexandria. As the seat of government of the Union, it is a place of much resort during the session of congress in the winter; but is mostly deserted by strangers in the summer. It is situated on the Maryland side of the Potomac, and on a point of land formed by the junction of the Eastern Branch. The District of Columbia in which the city is located, was ceded to the United States by Maryland and Virginia in 1790, and in 1800 it became the seat of the general government. This District is about 10 miles square, lying on both sides of the Potomac, and is under the immediate direction of congress.

The original plan of Washington when completed, its public edifices, and the elegance of its situation, will render it one of the most splendid cities in the world.

The CAPITOL stands on a high and lofty eminence, and commands a delightful prospect of the Pennsylvania Avenue, the President's House, Georgetown and the Potomac, the General Post-Office, the Navy Yard, Greenleaf's Point, the bridge on the river, and the road to Alexandria and Mount Vernon. The capitol is built of white free stone, has two wings, and is a very magnificent edifice.

The exterior exhibits a rusticated basement, of the height of the first story; the two other stories are com-

prised in a Corinthian elevation of pilasters and columns—the columns 30 feet in height, form a noble advancing portico on the east, 160 feet in extent—the centre of which is crowned with a pediment of 80 feet span: a receding loggia of 100 feet extent, distinguishes the centre of the west front.

The building is surrounded by a balustrade of stone and covered with a lofty dome in the centre, and a flat dome on each wing.

The Chamber of the House of Representatives is in the 2d story of the south wing, and is semicircular, in the form of the ancient Grecian theatre; the chord of the longest dimension is 96 feet, and the height to the highest point of the domical ceiling is 60 feet. This room is surrounded by 24 columns of variegated native marble, or *breccia*, from the banks of the Potomac, with capitals of white Italian marble, carved after a specimen of the Corinthian order, still remaining among the ruins of Athens, which stand on a base of free stone, and support a magnificent dome painted in a very rich and splendid style to represent that of the Pantheon of Rome, and executed by an interesting young Italian artist, named Bonani, who died a few years ago. In the centre of this dome is erected, to admit the light from above, a handsome cupola, from which is suspended a massy bronze gilt chandelier of immense weight, which reaches within ten feet of the floor of the chamber. The speaker's chair is elevated and canopied, and on a level with the *loggia* or promenade for the members, consisting of columns and pilasters of marble and stone. Above this, and under a sweeping arch near the dome, is placed the *model* of a collosial figure

of *Liberty*, and on the entablature beneath is sculptured an American Eagle. In front of the chair and immediately over the entrance, stands a beautiful statue in marble representing *History*, recording the events of the nation. Between the columns is suspended fringed drapery of crimsoned moreens, festooned near the gallery to limit the sound and assist the hearing. A magnificent portrait of La Fayette, at full length, painted by a French artist, decorates a panel on one side the loggia.

The Senate Chamber in the north wing is of the same semicircular form, 75 feet in its greatest length and 45 high; a screen of Ionic columns, with capitals after those of the temple of Minerva Polias, support a gallery to the east and form a loggia below, and a new gallery of iron pillars and railings of light and elegant structure projects from the circular walls: the dome ceiling is enriched with square caissons of stucco.

The walls are covered with straw colored drapery, between small pilasters of marble in the wall. Columns of *breccia*, or Potomac marble, support the eastern gallery.

The Rotundo comprehends the spacious area between the two wings of the structure, and is of a circular form. It is entirely of marble, (and so indeed is every permanent part of the capitol,) excepting the light doors covered with green baize that lead out of it, and the frame of the sky light above. The height of the dome soars beyond the roof, and it may well be imagined, is most imposing and sublime. The floor is beautifully paved, and the sound of a single voice, uttering words in an ordinary tone, reverberates aloft like the faint rumbling

of distant thunder. When two or more converse, there is an incessant roaring, absorbing the entire medium of sound. Even the simple touch of a walking stick on the pavement distinctly echoes along the circumference, and dies away slowly in the capacious vault; so extremely elastic is the air within. There is nothing that equals it in this country; and, of itself, it well deserves a journey to Washington.

In the niches designedly left about fifteen feet from the floor, are four sculptured pieces as large as life, designed to commemorate the aboriginal character and some of the prominent events in the early history of the country. The scene of the first device is laid in 1773, and is designed to represent a fearful contest between Daniel Boon, an early settler in one of the western states, and an Indian chief. The second represents the landing of the Pilgrims at Plymouth in 1610. The third is a representation of William Penn and two Indian chiefs in a treaty in 1682, under the memorable elm on the right bank of the Delaware, near Philadelphia. And the fourth represents the narrow escape in 1606 of Capt. John Smith, the first successful adventurer in Virginia, from the uplifted war-club of King Powhatan. The figure of pochahontas, in the attitude of supplicating the mercy of her father in behalf of the intended victim, is beautifully wrought, and the whole axhibits much elegance of design and workmanship. In the remaining niches, which are designed to be filled with paintings, are already placed the following, executed by the late Col. Trumbull, one of the aids of Gen. Washington: The Declaration of Independence; Surrender of Gen. Burgoyne; Surrender of Cornwallis at

Yorktown ; and the Resignation of Gen. Washington at Annapolis, Dec. 23, 1783. The figures in these paintings are full length, and are said to be excellent likenesses. The designs and execution are admirable, and exhibit the great and almost unrivalled talent of the artist.

The Library.—Passing from the Rotundo, westerly, along the gallery of the principal stairs, the Library room door presents itself. This room is 92 feet long, 34 wide, and 36 high. It is divided into twelve arched alcoves, ornamented with fluted pilasters, copied from the pillars in the celebrated Octagon Tower at Athens. At the entrance, in the centre of the room, which is approached from the great central Rotundo, are two columns of stone, with capitals corresponding with those of the pilasters, and immediately opposite and fronting the window which leads into the western colonnade, stand two similar columns of stone. These pillars, with alcoves, support two galleries, extending nearly the whole length of the room on both sides, and divided into the same number of shelved recesses as the lower apartment. From these recesses springs the arch which forms the ceiling, elegantly ornamented with rich stucco borders, panels, and wreaths of flowers. On the roof, which is about ten feet above the ceiling, are three sky lights, the walls of which are beautifully decorated with stucco ornaments. The principal apartments, as well as the committee rooms on the north attached to it, are handsomely furnished with sofas, mahogany tables, desks, Brussels carpetting, &c.

This extensive collection of books contains at present about fourteen thousand volumes, in various lan-

guages. The library is well chosen. The classical department, in particular comprises many rare books. Mr. Jefferson's arrangement of them is still preserved, founded, it is presumed, on Bacon's classification of science; and they are divided into chapters, according to the subjects to which they relate.

Besides the principal rooms above mentioned, two others deserve notice, from the peculiarity of their architecture—the round apartment under the Rotundo, enclosing 40 columns supporting ground arches, which form the flower of the Rotundo. This room is similar to the substructions of the European Cathedrals, and may take the name of *Crypet* from them. The other room is used by the Supreme Court of the United States, and is of the same style of architecture, with a bold and curious arched ceiling—the columns of these rooms are of massy Dorick, imitated from the temples of Postum. Twenty-five other rooms, of various sizes, are appropriated to the officers of the two houses of congress and of the Supreme Court, and 45 to the use of committees; they are all vaulted and floored with brick and stone. Three principal stair cases are spacious and varied in their form; these, with the vestibules and numerous corridors or passages, it would be difficult to describe intelligibly. We will only say, that they are in conformity to the dignity of the building and style of the parts already named.

The East Front presents three marble figures, representing the Genius of America, Hope and Justice. They are executed with much taste and judgment, and present an imposing appearance.

Fronting the capitol, towards the Pennsylvania Avenue, and within an oblong marble vase, is a naval monument, originally erected at the navy yard, in memory of the American officers who fell in the Tripolitan war. It is simple column, wrought in Italy at the expense of the survivors.

The President's House, which is also constructed of white free stone, two stories high, with four spacious buildings* near it for the accommodation of the heads of department, make together an interesting spectacle for the visitant.

Perhaps there is no spot in the United States that holds out more inducements to a traveller than this city during the sessions of congress. It is the theatre on which the pride and power of the American nation are congregated to control the destinies of a mighty people. It is the residence of all the foreign ministers, and embraces a large portion of the gay and fashionable world. The levees at the house of the president are fascinating; and the apartments on these occasions are open and accessible to every citizen of the republic.

Among other places of interest at and near Washington, and which deserves the attention of visitants, are the Navy Yard; the Columbian College, situate on a high range of ground north of the city, and about a mile from the President's House; and the National Burying Ground, about a mile south east of the capitol.

---

* One of these buildings, occupied by the department of state, was burnt in 1833.

The ground on which Washington is built is high, airy and salubrious; and the city, from the extent of its territory, presents the appearance of several distinct villages. It is however rapidly increasing and improving, and contained in 1830 a population of 18,837.

Its principal public houses are the National Hotel, one of the most splendid in the U. S.; the Indian Queen Hotel; and the Mansion Hotel. They are all located on the Pennsylvania Avenue.

GEORGETOWN is on the same side of the Potomac with Washington, at the distance of 3 miles west of the capitol. It is very pleasantly situated, and is a place of considerable trade. The country around it is richly diversified, and the location of the CATHOLIC MONASTERY is very delightful. It stands on the borders of "the heights," in the north west part of the town, and overlooks the body of the town below. The enclosure embraces about one acre. On the north side is the academy conducted by the nuns, consisting of a long range of buildings three stories high. In the middle of the front or eastern side stands tne chapel. On the left of the chapel is the room of the father confessor, and also the private apartment of the nuns, into which no unhallowed tread of the worldly and profane is ever admitted.

The Academy, or High School for Ladies, is the most interesting appendages of the convent. It contains a boarding school of upwards of one hundred pupils, and a free or charity school of a much larger number of day scholars. What strikes the visitor with most pleasure is the perfect system and order with which every

thing is done. The young misses who compose the school are regularly and rigidly trained to do every thing on plan and method.

The seminary is divided into four classes. The hall of the first class contains an extensive cabinet of minerals, to which many rare and valuable specimens have been presented by the officers of our navy, and by catholics of the eastern world. It has also many rich specimens of art; the contributions of wealthy and powerful patrons of the church. The sword, sheath and belt of Iturbide, once a hero of South America, two of whose daughters are now in this convent, were recently presented to the cabinet by Commodore Rogers. It also claims to have many sacred relics, such as shreds or scraps from the garments of numerous saints—fragments from the church and tomb of St. Peter, and of other saints—pieces of the wood of the cross, &c. &c.

The number of nuns in this convent, at present, is about sixty. Among them are descendants of rich and powerful families. Their employment consists in confessions, vigils, fasts, penances, reading and religious exercises, in teaching, in domestic concerns, and in making fine needle-work for sale. The charity school embraces about 200 day pupils. For their humanity and benevolence in collecting and teaching these children, the nuns deserve praise. In these employments they appear happy; but the happiness of these devotees, if real, must be of the negative kind.

The CHESAPEAKE AND OHIO CANAL was commenced on the 4th of July, 1828, but has not been prosecut-

ed with the vigor originally contemplated. It is to extend from Georgetown, D. C. to near Pittsburgh, Penn., where it is to unite with the Pennsylvania canal and the Ohio river; its length 360 miles, and its lockage 4004 feet.

FROM WASHINGTON TO BALTIMORE, 38 miles.

There are two lines of stages running daily between Washington and Baltimore. The intermediate distances are as follows:

	Miles.		*Miles*
Bladensburgh,.....	6	Patapsco river,.....	9
Vansville,.....	8	Gwinn's Falls,.....	5
Patuxent r. w. branch,.	3	Baltimore,.....	3
do e. branch,	4		

BALTIMORE. *

The rapid growth and present extent and population of this city is truly remarkable, and to be ascribed no less to the spirit of enterprize which has always characterized its inhabitants, than to the natural advantages df its position. Its scite is on the north side, and at the head of tide water on the Patapsco river, 14 miles above its entrance into the Chesapeake. The centenary of its existence was celebrated in August, 1829. On the 8th of that month, in 1729, the first act was passed for laying out the town on sixty acres of land from which the native forests had then but partially giv-

* For a principal part of the following description of Baltimore, the Editor is indebted to John S. Skinner, Esq. the P. Master of that city.

en place to the axe and the plough. These sixty acres were purchased at 40 shillings per acre, to be paid in money, or tobacco at one penny per pound. The progress of the city at first was sluggish and unpromising. Thirty-three years after its location, (1752,) it contained but twenty-five houses, and a small brig and sloop were the only vessels owned in the town. Even up to 1773, the merchants were compelled to send their advertisments to Annapolis or Philadelphia, there being no newspaper then published in Baltimore, Now, with its population rising above 80,000, it may be considered the third city in the union; whilst for its various manufactories and public buildings, ornamental to the city and remarkable for their costliness, taste and commodiousness, it stands undoubtedly in the first rank for enterprise and public spirit. For tobacco and flour, Baltimore is the leading market; for flour, the first in the world. Within 20 miles around, the water power is almost incalculable. It drives at present more than sixty flour mills, one of which has turned out 32,000 barrels in one year. There are, too, within that compass, twelve cotton manufactories, keeping in motion 30,000 spindles, besides manufactories of cloth, powder, paper, iron, glass, steam engines, extensive chemical works, and one mill by steam power for manufacturing flour and copper, that has turned off 200 barrels a day, and works anually about 600,000 pounds of raw copper. Many of these may conveniently be visited by sojourners in the city, on foot or by short rides in the immediate vicinity.

The city, as re-chartered in 1816, contains 10,000 acres, and] embraces within the limits built upon, a

court house, jail, penitentiary, lunatic asylum, two theatres, the largest circus in America, an exchange, an observatory founded by the father of the gallant Commodore Porter, two museums, five market houses, ten banks, gas works, (the first in this country for lighting the streets and houses,) a public library, a medical college, and 45 houses of public worship.

Most of these establishments would be worthy of the regard of tourists. It cannot be expected that we should describe them minutely, our object being but briefly to indicate their existence; but almost all strangers make a visit to the cathedral, the exchange, the public fountains, of which there are four tastefully ornamented and giving a copious supply of pure spring water; the museums, the monuments, and the rail roads.

The CATHEDRAL is built after the Grecian Ionic order, on a plan drawn by that distinguished and lamented architect, the late H. B. Latrode. Its outward length is 190 feet, its width 177, and its height to the summit of the cross that surmounts the dome is 127 feet. A minute description of the numerous ornaments and specimens of taste in the fine arts that abound in this magnificent building, would be incompatible with the plan of this work; but we may advise the tourist that amongst others, it contains the largest organ in the United States, with 6000 pipes and 36 stops, and two very splendid paintings—one the decent from the cross, by Paulin Guerin, a present from Louis XVI—another, presented by the present King of France, representing St. Louis, attended by his chaplain and armor-bearer, burying one of his officers slain before Tunis, as an

encouragement to his officers and soldiers, who, for fear of contagion, would have left their comrades to be devoured by beasts and birds of prey.*

The MERCHANTS' EXCHANGE, built by private subscription, is another monument to the public spirit of the citizens. This edifice, from Water to Second, fronting on Gay-street, is 255 by a depth on the two first of 141 feet, and is three stories high exclusive of the basement. In the centre is the great hall, 86 feet by 53, lighted from the dome, which is 90 feet from the floor. In this hall, to which they have access by three entrances from the streets, the merchants convene daily from 1 to 2 o'clock.

On a scale corresponding with these buildings in extent and convenience, according to their several designs and objects, the traveller may be edified and amused by an inspection of the other public edifices, which here we could only designate by name. But in any thing like a picture of Baltimore as a guide for the tourist, its monuments and its rail roads, leading to the Ohio and the Susquehannah, are decidedly the most striking features. The one called the BATTLE MONUMENT, an elegant marble structure about 55 feet high, was commenced on the cite of the old court house in Washington Sqare, on the 12th of September, 1815,

---

*It was in this Cathedral that the funeral honors were paid to Charles Carroll, of Carrollton, the last surviving signer of the Declaration of Independence. He died in the city on the 13th Nov. 1832, and his remains were conveyed for interment to the vault on the premises of the family mansion, about 16 miles distant.

in memory of those who, on the 12th and 13th of the same month in the preceding year, had fallen gallantly in defence of the city.

Another splendid monument called the WASHINGTON MONUMENT, built of white marble, ornamental to the city and honorable to its inhabitants, (but vain as an effort to extend the fame of him whose glory is as wide and imperishable as the empire of letters,) has been erected on an elevation a little north of the compact part of the city, presented for that purpose by the late Col. John E. Howard, the hero of Eutaw and of the Cowpens. The base is 50 feet square and 23 high, on which is placed another square of about half the extent and elevation. On this, is a column 20 feet in diameter at the base, and 14 at the top. The colossal statue of Washington, the largest one in modern ages, is placed on the summit 163 feet from the ground. This monument is to be embellished with bas reliefs and other decorations.

The BALTIMORE AND OHIO RAIL ROAD commences a short distance from the Washington turnpike road on West Pratt street, where the company have established a depot. Under the authority given by the City Council, a line of railway has also been laid from the termination of the main stem of the road, at the Depot, down Pratt street to the Basin, whence it is constructed to the City Block, and runs parallel with the entire water front of the city, communicating with all the wharves, and intersecting all the principal streets which extend northwesterly and southerly, as far down as the public property south of Jone's Falls, at which place there have been conveyed to the company, by the Cor-

poration of Baltimore, two squares of the ground, favorably situated for the convenient and economical transactions of an extensive commerce. An uninterrupted communication is thus opened along the whole extent of the Road, between the Port of Baltimore and the Potomac river at the Point of Rocks, a distance of 67½ miles; from whence a lateral road 2 or 3 miles long, is completed to the city of Frederick.

When completed, this road will extend to Pittsburgh, on the Ohio river, a distance of 300 miles from Baltimore.

A double track has been laid most of the way to Frederick, and the travelling and transportation have thus far fully equalled the anticipations of the stockholders.

A ride as far at least as Ellicott's mills, 13 miles from Baltimore, is considered almost a matter of course by strangers visiting the city. The scenery on the route, being mostly in the vicinity of the Patapsco river, is picturesque and interesting. Among the works connected with the road, the *Carrollton Viaduct*, over Gwynn's Falls, about a mile and a half from the city, is one of the most magnificent pieces of architecture in America—alike beautiful in proportion, materials and workmanship. This bridge is built of a beautiful granite, contains one arch of about 80 feet span, and 40 feet in height, and is 312 feet in length from end to end of the parapets.

The *Jackson Bridge*, is a single arch 109 feet long, of entirely novel structure, the invention of Col. Long, of the company's board of engineers. The *Deep Cut* through a high and broad ridge of land, is about three

fourths of a mile in length, its greatest depth 70 feet, and its width, at the summit of the ridge, 184 feet. Quantities of carbonized wood were found sixty feet below the natural surface, and a stump of a tree with its roots at forty feet. The entire excavation is 263,848 cubic yards. The *Great Embankment at Gadsby's Run*, five miles from Baltimore, is nearly a mile in length, its greatest elevation 56 feet, and its greatest width 191 feet. At the top, the usual width of 26 feet is preserved for a double set of rails. *Gadsby's Run Viaduct* affords a passage to the waters of the run through the embankment. The arch, composed of dressed granite blocks, is of the extraordinary width of 120 feet from opening to opening. The *Patterson Viaduct* is an immense structure of granite, by which the road is carried to the opposite bank of the Patapsco. It is built of granite blocks, from one to seven tons in weight, and its entire length is 375 feet. It has four beautiful arches, the two centre ones each a span of 55 feet, with extensive wings and water walls, abutments, &c. The height from the water to the crown of the arches is 30 feet. The corner stone of this structure was laid on the 6th May, 1829, and on the 4th of December it was crossed on horseback by William Patterson, Esq. for whom the honor had been reserved, and whose name it bears. It embraces nearly 10,000 perches of masonry. Besides these are the embankments at Stillhouse Run, two granite viaducts, the rock-side cutting at Buzzard's Rock, &c.

The BALTIMORE AND SUSQUEHANNAH RAIL ROAD, extending from Baltimore to York Haven, on the Susquehannah river, a distance of 60 miles, is also a work

of much utility to Baltimore, and worthy the attention of tourists.

For its houses for the accommodation of travellers, Baltimore is not remarkable, except for its CITY HOTEL. This is the most splendid edifice of its kind in the union, if not in the world. It is centrally and most conveniently situated, presenting a front on Calvert street of 117 feet, running back 183—taking in two spacious buildings formerly occupied as private residences, so connected with the establishment as to afford two distinct private entrances on Fayette street, which lead to thirteen parlors arranged expressly for the accommodation of private families, with chambers so connected with them as to make them as convenient for ladies and children as any private house. The City Hotel contains 172 apartments, and was built expressly for a hotel, under the direction of its experienced proprietor, Mr. Barnum. In the basement of the building on Calvert street is situated the Post-Office, into which the traveller may deposit his letters by a conduit from the large Reading Room above, where he can peruse, gratuitously, the papers from all parts of the union. There are also in the basement the officers of the American Turf Register and of the American Farmer, as also the General Stage Office of Stockton & Stokes. All the mail coaches start from this hotel. To all other conveniences combined in this establishment which travellers can desire, is added an observatory on the top of it, constructed expressly to afford to its guests views of the Harbor and Fort M'Henry, and the town, and the country seats that surround it.

The INDIAN QUEEN, the next largest establishment, is well and liberally kept by Mr. Beltzhover, its obliging and popular tenant.

And here we may close this sketch of that patriotic city by the remark, that it is in nothing more distinguished from our other large cities, than by the *beauty of its environs*. A succession of elevated scites rising one above another encircle it from the Philadelphia road on the east to the Washington turnpike on the west. From these eminences the stranger obtains, at a single *coup d'œil*, a view of the town and its numerous approaches by land and water, its monuments, its domes, its steeples and its towers.

Some of these heights are crowned with private residences, displaying all the taste and magnificence that characterize the seats of European opulence and refinement. Of these, the most expensively embellished and conspicuous is "GREEN MOUNT," the elegant summer retreat of a gentleman whose tase and hospitality happily correspond with his ample possessions. To the splendid mansion, with all its incidental accommodations, on the most extensive and liberal scale, is connected a circular promenade of three quarters of a mile in length, overshadowed by trees from every clime, tempting to healthful exercise, and offering on either hand every variety of fruit and flower that cultivated nature has prepared to delight the eye and gratify the palate. Whilst for the benevolent proprietor a sentiment of universal and profound respect consecrates his 100 acres that border on this line of the city, guarding them from the hand of depredation, strangers entitled to consideration visit Green Mount without difficulty, and admire it without measure.

FROM BALTIMORE TO PHILADELPHIA.

A daily land or water route can be taken; but since the completion of the Frenchtown and New-Castle Rail Road, the latter is generally preferred. Both routes, however, are given, with the intermediate distances:

STAGE ROUTE—101 miles.

	Miles.		*Miles.*
From Baltimore to Herring's Run, ...	4	Elkton, ...	8
Bird's Run, ...	8	Big Elk Creek, ...	1
Great Gunpowder falls, ...	3	Delaware state line,.	2
Little do.....	2	Christiana Creek, ...	3
Winter's Run,.....	4	Christiana, ...	5
Hartford,.....	4	Newport,.....	5
Havre de Grace, ...	11	Wilmington,*.....	4
Susquehannah river,.	1	Brandywine Creek,..	1
Charleston, ...	5	Chester, ...	13
North East river,....	2	Darby,.....	8
		Schuylkill river,.....	6
		Philadelphia,.....	1

---

* WILMINGTON, a port of entry and the largest town in the state of Delaware, is the only place of much importance on this route. The town is situated between Christiana and Brandywine creeks, 1 mile above their confluence, and 2 miles west of the Delaware river. The great facilities afforded here make it an important manufacturing town; it having some of the finest flouring mills and cotton factories in the union. It contains from 10 to 12,000 inhabitants, a spacious alms-house, 3 banks, a U. S. arsenal and 9 churches. An ancient building, called the old Swedish church, erected in 1698, stands near the Christiana creek in this town; opposite to which is an ancient church-yard, used by the first settlers of the place. It contains a few tombstones, the inscriptions of which are nearly defaced by the hand of time.

STEAM BOAT AND RAIL ROAD ROUTE—115½ miles.

By Steam boat.	Miles.	*By rail road.*	Miles.
From Baltimore to Fort M'Henry,....	3	From French Town, Md. to New Castle, Del.....	16½
Sparrow's Point,.....	6	*By steam boat.*	
North Point,.....	4	Christiana Creek, Del.	5
Miller's Island,.....	8	Marcus Hook, Penn.	8
Pool's Island,.....	8	Chester,.....	4
Grove Point,.....	16	Lazaretto,.....	5
Turkey Point,.....	6	Fort Mifflin,.....	5
French Town,.....	13	Philadelphia,.....	8

This route is usually performed in from 9 to 10 hours.

NORTH POINT, 13 miles from Baltimore, is the spot where the British troops landed in Sept. 1814, and where a battle was fought, simultaneous with a naval attack on Fort M'Henry. The engagement resulted in the defeat of the British, and the death of their commander, Gen. Ross.

From this point until reaching Turkey Point, at the mouth of Elk river, the Chesapeake presents a broad expanse and beautiful sheet of water, interspersed with an occasional island; of which Pool's is the largest and the most picturesque. On approaching the mouth of the Elk river, the broad entrance of the Susquehannah is seen at the left; near which is discerned the village of Havre de Grace, which was burnt during the last war. Eight miles from Turkey Point, up the Elk river, the entrance of Back Creek, connected with the Chesapeake and Delaware canal, is seen at the right.*

* Until the construction of the French Town and New-Castle rail road, the route of travellers was gene-

At French Town, passengers leave the steam boat (their baggage having been previously placed in baggage waggons,) and take the carriages of the RAIL ROAD, which extends to New Castle, on the Delaware, a distance of 16½ miles, being but 853 yards more than would be a perfectly straight line drawn from one end to the other. It is composed of six curves and six straight lines, three of the curves deflecting to the north and three to the south. The whole amount of excavation is about 500,000 cubic yards of earth, exclusive of

---

rally through this canal, in packets fitted up for the purpose. It is now, however, used principally for sloops plying between the Chesapeake Bay and Delaware river. Back Creek, a narrow and tortious stream, is pursued for 3 miles to a village called Chesapeake city, where the canal commences, which is 14 miles long, 33 feet wide at the bottom, and 60 feet at the surface. It is calculated for the passage of vessels drawing 8 feet of water, though the banks are constructed so as to retain 10 feet, if necessary. There are two tide and two lift locks, and the summit level is a little more than 9 miles long, and 10 feet above ordinary flood tide. Between 2 and 3 miles from Chesapeake village commences what is called the *Deep Cut.* Its length is nearly four miles, and the embankments vary from 8 to 70 feet in height. To furnish something of an idea of the magnitude of the work, it is stated that the earth excavated to form this part of the canal and the necessary drains was more than 90 millions of cubic feet. At the greatest elevation a most imposing work, called Summit Bridge, has been extended across. It is built on a hard firm bank where the original surface attains an elevation of 65 feet, above which the abutments are built 20 feet in thickness. The sides of the canal below the abutments are projected by a slope wall laid

the side drains, which are on a magnificent scale. The amount of embankment is about 420,000 cubic yards. At two points the excavation has been attended with great difficulty and expense, especially at the western termination of the road, where the cutting was 37 feet deep, through a solid mass of tough red and black clay for a considerable distance.

There are six principal embankments, varying in length from twelve hundred to three thousand feet each, and in height from fifteen to twenty-five feet each.

---

from the bottom of the canal to the top of the bank, from six to two feet in thickness. The floor of the bridge is 90 feet above the bottom of the canal; extreme length 280 feet. Independently of the interest excited by the bridge, the view of the canal from its commanding height is grand beyond description. A flight of steps have been erected, to facilitate the ascent from the tow-path up the bank.

After leaving the Deep Cut, the canal enters what is called *The Old Mill Pond*, three miles beyond the Cramberry Marshes. Three miles farther are the St. George's Marshes, the forming of the banks of the canal through which was an immense labor. The specific gravity of the earth used for the purpose exceeding that of the surrounding marshes, it sunk in many places as fast as it could be carted on, and in some instances it is calculated to have gone to a depth of from 60 to 80 feet, and in one place 100 feet below the original surface, raising many acres of the adjacent marshes several feet above their original level.

At the eastern termination of the canal, the CITY OF DELAWARE has sprung up like many of the flourishing villages on the banks of the Erie canal in New-York, and will probably become a place of considerable importance.

The road crosses four bridges or viaducts, varying in dimensions from 12 feet by 10, to 5 feet by 6; and 29 culverts, varying from 12 by 4, to 2 feet by 2. The whole of the bridges and culverts are of substantial stone masonry. The width of the road bed is 26 feet exclusive of the side drains. It is fenced on both sides its whole length, the fences enclosing an area of never less than 70 feet in width, and at the western deep cut of 170 feet. The superstructure of the road is formed partly of stone blocks containing two cubic feet of stone, each weighing about 360 lbs. and partly of substantial white oak sleepers, upon which are laid and secured in the most approved manner, the string pieces or rails, of Georgia pitch pine, 6 inches square; on the top of these are fastened the iron bars 2½ inches wide by ⅝ths of an inch thick, with iron plates beneath them at the points of their junction. The inner edge of the string piece is chamfered off so as to bring the bearing of the iron bar nearly in the centre.

The blocks are laid three feet apart *from centre to centre*, and bedded in holes two feet deep and two feet square, upon pure sand or gravel well rammed; and where sleepers are used, on the embankments, &c. they are laid at the same distance apart, on sills of hemlock, four inches thick by eight inches wide, placed longitudinally, which are, in like manner, bedded in trenches filled with sand or gravel well rammed—these substances being supposed to furnish the surest safeguard against injury from frost.

The total cost of the New Castle and French Town rail road, including the land for its location, wharves, land at depots and both ends, locomotive engines, pas-

sengers and burthen cars sufficient to put it in complete operation, with a single track and the requisite number of turn outs, has been estimated at about *four hundred thousand dollars.*

The road was commenced in July, 1830, and was completed in 1832.

The ancient town of NEW CASTLE, at which the road terminates, still retains one of its original buildings, the date of which, in figures of iron on the gable end, shows that it was erected in 1687. The town was settled by the Swedes, many of whose decendants still continue to reside there, and retain the plain frank manner and thinking habits of their ancestors. By means of a locomotive engine, passengers are enabled to cross the peninsula in one hour with ease, thereby shortening the time between Baltimore and Philadelphia 2½ hours.

At New Castle, a steam boat is again taken, which proceeds up the Delaware 35 miles, passing the city of Wilmington, which is seen at a distance on the left, and the villages of Chester, Lazaretto, Fort Mifflin on an island in the Delaware, and Gloucester, to

PHILADELPHIA,

The flourishing capital of Pennsylvania. It stands on the west bank of the river Delaware, five miles from its confluence with the Schuylkill, which forms its western boundary. This city was founded in 1682, and incorporated in 1701. The charter being abrogated at the revolution, it remained under a provincial government till 1789, when it was incorporated a second time. Its population in 1830, including its suburbs, was 167,-811. The city is built on streets from 50 to 100 feet in

width, running parallel and at right angles to each other. They are handsomely paved, and are kept remarkably clean. The houses exibit an appearance of neatness, uniformity and commodiousness, and many of them are ornamented with white marble. Against the city, which is 90 miles distant from the sea, the Delaware is about a mile wide, and is navigable for ships of a large size. The most conspicuous buildings are the churches, the state house, the United States and Pennsylvania Banks, the Girard Bank, and the Institution for the Deaf and Dumb. The Bank of the U. S. was established in the year 1816, with a capital of $35,000,000. The banking house is a splendid structure, built on the plan of the Parthenon at Athens, and is situated in a north and south direction, fronting on Chestnut and Library streets, having 8 fluted columns, 4 feet 6 inches in diameter, embracing the whole front. From each of the fronts are porticoes, projecting 10 feet 6 inches. The whole length of the edefice, including the portico, is 161 feet, and its breadth in front 87 feet. The main entrance is from Chestnut street, by a flight of six marble steps, extending along the whole front of the portico. The banking room occupies the centre of the building, being 48 feet wide and 81 feet long. The whole body of the building is arched in a bomb proof manner, from the cellar to the roof, which is covered with copper.

There are in this city 90 houses for public worship; 13 banks, 7 insurance companies, a custom house, an exchange, and a chamber of commerce.

The NEW BANK OF PENNSYLVANIA is an extensive and elegant edifice of marble, of the Ionic order, and

constructed after the model of the ancient temple of the muses, on the Ilyssus.

The PENNSYLVANIA HOSPITAL is one of the oldest and most respectable institutions of that description in the Union.

The STATE HOUSE, in which the continental congress sat, and from whence the *Declaration of Independence* issued, is still standing. It is located in Chestnut street, is built of brick, comprising a centre and two wings, and has undergone no material alteration since its first erection. It has a venerable appearance, and is surmounted by a cupola, having a clock, the dial of which is glass, and is illuminated at night until 10 or 11 o'clock shewing the hour and minutes until that time. The front is a considerable distance back from the street, the walk being paved to the curb-stone with brick, and two elegant rows of trees extending its whole length. East of the main entrance, in the front room, the sessions of congress were held, and the question of independence decided. The declaration was first publicly read from the balcony fronting the spacious park in the rear.

The ARCADE in Philadelphia, like that at N. York, has proved a bad speculation—though the former is twice the size of the latter, and appears to be more deserted. It contains Peale's Museum, one of the best in the United States, comprising the most complete skeleton of the Mammoth perhaps in the world. It is perfect, with the exception of a few bones, which have been supplied by imitating the others. This skeleton was found in Ulster county, New-York.

The ACADEMY OF ARTS, in Chestnut street, contains a large number of paintings, several of which are the property of Joseph Bonaparte. Among these is one executed by David, representing Napolean crossing the Alps. Another is a full length portrait of Joseph himself, as king of Spain.

The U. S. MINT, established here, is at present in an ordinary building; though a new and handsome edifice is constructing for the purpose.

The CITY LIBRARY, was first established through the enterprise and influence of FRANKLIN in 1731. It is located in a neat and ornamental edifice on the east side of Fifth street, opposite the State House Square, and contains about 24,000 volumes, besides the Loganian library of ancient classics of about 11,000 volumes, under the same roof.

The ATHENEUM, on the second floor of the Philosophical Hall in Fifth street, contains 5300 volumes and a variety of newspapers from various parts of the union. There are also deposited here a series of rare and valuable pamphlets, forming 140 volumes, which belonged to Doct. Franklin; many of which are enriched with his MS. notes. Strangers are admited to this institution, on being introduced by a subscriber, and a register of their names is kept.

The American Philosophical Society was founded in 1743, principally by the exertions of Doct. Franklin. The members have a large and commodious building on a part of the State House Square, in which they have deposited about 6000 volumes of valuable books, and a collection of objects of natural history, consisting principally of minerals and fossil remains. The Presidents

of the society have been Benjamin Franklin, David Rittenhouse, Thomas Jefferson, Caspar Wistor, Robert Patterson and William Tilghman.

The UNIVERSITY OF PENNSYLVANIA is situated in Ninth street, between Market and Chestnut streets. It was founded in 1750, and is in a highly prosperous and flourishing condition.

Of the public works of Philadelphia, there are none of which its inhabitants are more justly proud than those at Fair Mount, by which the city is supplied with water of the best quality, in the greatest plenty. Fair Mount is in the rear of the city upon the bank of the Schuylkill, the neighborhood of which affords a variety of romantic scenery. The situation is such as peculiarly adapts it for the purpose to which it has been devoted. The reservoirs are situated on the top of a hill rising from the river, a part of it perpendicular rock, upwards of one hundred feet. The ascent from the river to the reservoirs is by a flight of substantial wooden steps, with resting places, over one of which is a temple. The reservoirs, which are surrounded with a pale fence, outside of which is a gravelled walk, contain upwards of twelve millions of gallons, supplying the city through between 15 and 20 miles of pipes. The water was formerly forced to the reservoirs by steam, which is no longer used; it is now raised by machinery propelled by the Schuylkill. The machinery is simple, and is turned by large water wheels, of which there are five, one of them of iron of 24 tons weight. Their speed may be graduated to any required number of revolutions per minute; and if all are in motion, they will raise seven millions of gallons in 24 hours. To turn

them, the Schuylkill has been dammed its whole breadth, by which the water is thrown back into a reservoir lock, whence it is admitted as required to operate upon the wheels, and is discharged into the river below the dam. The whole expense of these works, including estimated cost of works abandoned, was $1,783,000. That required to keep them in operation is comparatively trifling. The quantity of water thus disseminated through the city, is not only sufficient for every family, but is used to wash the streets. It is of immense service in case of fire, as it is only necessary to screw the hose to hydrants which are placed at convenient distances, to secure a constant stream of sufficient force to reach an ordinary height.

The NAVY YARD (on the Delaware) receives the visits of strangers more particularly in consequence of the immense vessel, the Pennsylvania, there erecting. Her dimensions are 198 feet keel, 57 feet beam, and 45 feet in depth from the upper deck to the keel. She has four decks, on which are to be mounted from 140 to 180 guns, manned by 1200 men.

The NEW PENITENTIARY, located on elevated ground near the city, is designed to carry the principle of solitary confinement comptely into effect. Ten acres of land are occupied for the purpose, forming a square of 650 feet each way, and enclosed by massy walls of granite, 35 feet high, with towers and battlements. The prison is in the centre of the square, and is admirably calculated for the purpose for which it was designed. The expense incurred in its erection was upwards of $300,000.

In amount of shipping, Philadelphia occupies the fourth rank in the U. S.; and three lines of regular and commodious packets now run between the city and Liverpool.

Its principal hotels are, the U. S. Hotel, opposite the U. S. Bank, in Chestnut street; the Mansion House, 122 South Third street; City Hotel, 41 N. Third street; National Hotel, 116 Chestnut street; Washington Hotel, Nos. 6 and 8 North Fourth street; and Congress Hall, in Third street, above Chestnut. The principal private boarding houses are the following: Mrs. Fraser, 324 Spruce street; Mrs. Sword, 207 Chestnut st.; Mrs. Allen, 42 South Sixth st.; Miss Boyd, 287 Chestnut st.; Mrs. Allibone, 139 Walnut st.; Mrs. Austie, 21 South Third st.; Mrs. Linn, 98 South Third st.; Mrs. Eaton, South East corner of Fifth and Library streets; Mrs. Wilson, Chestnut street.

The banks of the Schuylkill, near Philadelphia, contain numerous elegant country seats, and several public buildings. Among the private residences, none are perhaps more justly admired than that of Henry Pratt, Esq. on Lemon Hill. The Mansion House is situated on the eastern bank of the river, and directly above the Fair Mount Water Works, about a mile from the city. Connected with the mansion are gardens of the most extensive kind, laid out in a style of much elegance and taste. To these gardens, respectable citizens and strangers have free access; and a ride to them is among the various pleasant excursions in the vicinity of the city.

The Shot Tower of Mr. Beck is also an object of much curiosity to strangers visiting Philadelphia. It stands on the east bank of the Schuylkill, in the rear of

the city, and is a lofty edifice, from the top of which a very extensive view can be had of the surrounding country.

The PENN MONUMENT, commemorative of the spot where William Penn, the founder of the colony of Pennsylvania, made a treaty with the aborigines, is near the intersection of Beach and Hanover streets.

Steam boats leave Philadelphia every morning at 6 o'clock, Sundays excepted, for BALTIMORE and NEW-YORK.

The PHILADELPHIA and LIVERPOOL PACKETS, which are handsomely fitted up, sail from Philadelphia on the 20th and from Liverpool on the 8th of each month.

In the NEW LINE BY WAY OF SAVANNAH, the packets sail from Philadelphia the 20th of each month.

INTERNAL IMPROVEMENTS.

The first turnpike in America was made in Pennsylvania; and the state at this time contains near 3000 miles of turnpike roads, at a cost of about $8,000,000. Among the bridges built across its principal rivers, forty-five are estimated to have cost $3,000,000; and more than $15,000,000 have been expended within the state on canals and rail roads.

The UNION CANAL was commenced about 43 years since by a private company; but having to encounter the expense of an extensive tunnel at the summit, of 236 yards in length, and an insufficiency of water for the western section, which is drawn up twenty feet by a steam engine, it was partially abandoned; but since the completion and successful operation of the Erie and Champlain canals, and a stimulus having been produc-

ed in Pennsylvania, this canal was re-commenced and completed, and is in successful operation. It commences near Reading on the Schuylkill river, 51 miles north-west of Philadelphia, and extends thence in a westerly direction to Lebanon, and thence along the Swatara creek to Middletown, on the Susquehannah river, nine miles below Harrisburgh, the seat of government of the state.

The length of the canal is 79 miles; the water for the principal supply of the eastern section, a distance of 40 miles, is drawn from the Tulpehocken river, a branch of the Schuylkill. The lockage on this section is 276½ feet in 53 locks: the locks are of various lifts, and cost $650 per foot. The western section extends 39 miles, having a lockage of 226½ feet in 37 locks, besides an expensive tunnel.

By a law of the Pennsylvania legislature, chartering the Union Canal Company, passed in 1826, they were prohibited from erecting any works which should prevent the descent of rafts in the channel of the Swatara. This provision having been repealed in 1829, the company subsequently resolved on extending the canal to a point at or near the village of Pine Grove, about four miles from what is called "The Coal Region." From the basin at the northern extremity of the canal, it is contemplated to extend rail roads along the vallies of the Swatara and its various branches, which intersect the country in every direction, and afford ground admirably adapted for their construction. Another opening at Fishing creek, near the termination of the great reservoir, is said to possess equal advantages,

both as respects the position of its coal and the facility of access.

These mines, it is supposed by competent judges, can be wrought as easily and economically as those of Mount Carbon; and it is confidently predicted, that at no very distant day, the Swatara coal will form an important item of the consumption and exportation of the city of Philadelphia.

By means of the Union Canal and the Schuylkill slack water navigation, there is a communication from Philadelphia to the Susquehannah river; and this communication is greatly extended by means of the

PENNSYLVANIA CANAL, which commences at Columbia, 80 miles north-west of Philadelphia, and unites with the Union canal at Middletown, 18 miles farther. From thence it proceeds in a westerly direction to the Juniata—thence up that river to the foot of the Allegany mountains, which are crossed by a rail road, 40 miles long; at the end of which the canal re-commences, uniting with the Allegany and Ohio rivers at Pittsburgh. The whole length of this canal, including the rail road across the mountains, is 314 miles, and the lockage rising of 1100 feet. After reaching the *Juniata*, a singularly romantic and beautiful stream, the canal winds along a gentle and practicable acclivity, following the bed of the river for nearly a hundred miles. Two mighty ranges of mountains rise from the limpid Juniata, like two green leaves of an immense opening volume. These mountains, apparently arranged to the course of this stream, seem to lie almost at right angles to the great parallel ridges. The Juniata finds a passage by a very equable and gentle declivity through all

the mountains except the last ridge that parts its waters from those of the Ohio. More beautiful forms of mountains than these which skirt this river, can no where be seen. Sometimes, for many miles together, they rise, smooth, verdant and unbroken, by equable slopes, from the very verge of the stream to the height of twelve hundred feet; and here, apparently, when the fountains of the great deep were broken up, the rocky summits of the mountains were dismembered at the same time. For miles together, and in many places the whole sides of the grand slope, from summit to base, are strown with large fragments of smooth building stone; and it is inconceivable how smoothly and completely they line the sides of these mighty hills. Layers of these rocks cover thousands of acres, for a depth apparently of forty or fifty feet; and for a considerable distance the road is formed by the removal of these layers along the sides of the mountains, the carriage winding its way many hundred feet above the canal, which is perpendicularly below.

In other places, more recent slides of the earth and rocks from the summits of the mountains have cut away a visible and uniform path, sweeping trees and every obstacle before it, until the spoils are accumulated at the foot of the mountains. Indeed, every foot of this route of a hundred miles is enriched with scenery of unexampled sublimity; and we can imagine no higher treat for the tourist than a passage along its banks, connected with the crossing of the Alleganies, and a trip to Pittsburgh.

In addition to the foregoing, the state have completed a canal from Middletown, at the junction of the Union

Canal with the Susquehannah, to Muncy Hills upon the West Branch of that river, 90 miles in length; another from Northumberland, at the junction of the east and West Branches of the Susquehannah, up the former branch, to Nanticoke falls, 55 miles; another from Bristol, up the Delaware river, to Easton, near the junction of the Lehigh and Delaware, 60 miles; and another from French creek (a navigable stream which rises within 10 miles of Lake Erie, and joins the Allegany 80 miles from Pittsburgh) to Muddy run, in the north west part of the state, 19½ miles. The whole extent of these canals is 428½ miles.

Besides the foregoing, the following canals belong to private companies:

The *Schuylkill Canal*, from Philadelphia up the Schuylkill river, intersecting ihe Union canal at Reading, to the Schuylkill coal mines at Mount Carbon—lockage 588 feet—length 108 miles, including 46 miles of slack water on the river—cost $2,336,000, of which $500,000 were subscribed by the state.

The *Lehigh Canal*, from Easton, on the Delaware, up the Lehigh river to the coal mines at Mauch Chunk, and from thence to Stoddartsville. Length of the canal 46 miles, lockage 35 feet, slack water 38 miles, whole distance 84 miles.

The PHILADELPHIA AND NORRISTOWN RAIL ROAD, commences at the corner of Ninth and Spring-Garden streets in Philadelphia, and passes through Germantown, 6 miles distant, and from thence to Norristown, 9 miles farther. The road is formed chiefly of stone blocks, with heavy iron rails fastened thereon, similar to the construction of the Manchester and Liverpool road.

Until reaching Cohocksink creek, which is crossed by a large viaduct, the graduated surface is 70 feet, on each side of which streets are opened, and several squares of buildings have been erected. The whole line of the road is interesting, and the patronage which it has thus far received has been handsome.

The COLUMBIA AND PHILADELPHIA RAIL ROAD commences at the junction of Broad and Cedar streets in Philadelphia, crosses the Schuylkill at Peters' Island, passes Paoli, Downingstown, Coatsville, Lancaster and Mount Pleasant to Columbia, on the Susquehannah, where it joins the Pennsylvania canal. Length 80 miles. The road consists of a double track, and is composed of the most solid and durable materials; one line being a continuous stone rail with an iron plate, and the other consisting of heavy stone blocks and iron rails. Locomotive engines, as well as horses, are used in conveying passengers and freight.

Both of these roads are the property, and are made at the expense of the state.

THE COAL MINES.

Since the discovery and opening of the extensive coal mines in Pennsylvania, and the great internal improvements which have been made in the state, providing an easy communication to them, it has become almost a matter of course to embrace them within the tour of the middle and northern states. The Lehigh and Schuylkill, the principal mines already explored, are located from 100 to 120 miles in a northeasterly direction from Philadelphia, between a chain of moun-

tains denominated the Blue Ridge and the Susquehannah river. The anthracite district is principally occupied by mountains running parallel to the Blue Ridge, often broad with table land summits, and rising generally about 1500 feet above the ocean. These summits, by repeated fires, have been principally divested of timber, and are generally too stony for tillage. The beds and veins of anthracite range from north-east to south-west, and may often be traced for a considerable distance by the compass; but they have been found in the greatest quantity in sections most accessible by water. Extensive beds and veins range from the Lehigh to the Susquehannah, crossing the head waters of the Schuylkill and Swatara about ten miles north-west of the Blue Ridge. They are also found contiguous to the Susquehannah and Lackawanna. But in no part of the district does the anthracite exist in such apparently inexhaustible beds as in the vicinity of Mauch Chunk, a village situated on the Lehigh, 35 miles from Easton, and 108 by water from Philadelphia. The coal is there excavated on the flat summit of a mountain that rises near 1500 feet above the ocean. It is disclosed for several miles on the summit wherever excavations have been made, and is indicated in many places by coal slate in a pulverulent state, on the surface. The mountain rises with steep acclivity, particularly on the north-west side, and when penetrated at various altitudes, discloses coal at about the same distance from the surface. In the deep excavations made on the summit, no termination of the coal has been found, and it is not improbable that an-

thracite forms the nucleus of the mountain for a considerable distance.

The coal is rendered accessible by removing from the flat summit gravelly loam, which is from a few inches to four feet in depth, and disintegrated slate with impure coal, from two to four feet. The coal rests in a horizontal position, narrow parallel seams of argillaceous schist intervening. Strong chalybeate springs, holding in solution sulphate of iron, issue from the mountain's side. The coal excavation on the surface is extensive, and from 30 to 40 feet deep, forming a hollow square, bounded by lofty mural precipices of coal. Waggons are admitted by avenues that serve to discharge water from the mine.

Next to Mauch Chunk, Mount Carbon, or Pottsville, situated at the head of the Schuylkill canal, has been the principal source of the supply of anthracite. Many large veins are worked within three miles of the landing; and some have been opened seven miles to the north-east in the direction of the Lehigh beds. The chief veins wrought are, one situated on an eminence adjacent to the village; Bailey's mine, about 2 miles from Pottsville and near the turnpike to Lunbury; and on the territory of the New-York Schuylkill company about 3 miles from the village. On almost every eminence adjacent to Pottsville, indications of coal are disclosed. The veins generally run in a north-east direction, with an inclination of about 45 degrees, and are from 3 to 9 feet in thickness. Commencing at or near the surface, they penetrate to an unknown depth, and can often be traced on hills for a considerable distance by sounding in a north-east or south-west direction

Some veins have been wrought to a depth of 200 feet without a necessity of draining, the inclined slate roof shielding them from water. Where the ground admits, it is considered the best mode of working veins to commence at the back of a coal mine eminence, or as low as possible, and work up, filling the excavation with slate and fine coal, leaving a horizontal passage for the coal barrows. A section of a wide vein near Pottsville has been excavated by this mode several hundred feet into the hill.

On the extensive tract occupied by the New-York company, five miles from Pottsville, there are also inexhaustible coal beds, in the excavating of which from 300 to 400 hands are employed.

South-west of Pottsville the coal becomes more easily ignited, and that at Peter's mountain, a few miles east of Dansville, is said to contain bitumen. It is probable that the coal in that vicinity embraces, like the Wilkesbarre, much more inflammable gas than the Lehigh, which may have led to the supposition that it was bituminous.

Anthracite is found on several of the streams that discharge into the Susquehannah, on its eastern side. A large bed exists a few miles easterly from Berwick, and numerous veins occur from an elevated part of the Wilkesbarre mountain, to the Kingston and Shawnese mountains, that form the western border of the basin of Wyoming. Veins of coal in the vale of the latter,*

* The valley of Wyoming is rendered memorable in history from the bloody massacre of the white settlers by the Indians commanded by Col. Butler during the

about 125 miles north-west of Philadelphia, are not only very numerous, occurring on almost every farm, but many are of uncommon thickness.*

Extensive beds of coal are also found adjoining the head waters of Lycoming creek; and a Lycoming Coal Company has been chartered, with a capital of $25,000. This coal lies in horizontal veins, elevated considerably above the ordinary level of the adjacent country, and is, of course, mined with much less difficulty than in many other districts. The state canal up the west branch of the Susquehannah river intersects with the Lycoming creek, to the mouth of which the company are authorized to construct a rail road, 20 miles in length. When completed, they will have an uninterrupted rail road and canal communication to Philadelphia, distant, by land and water, 260 miles. This mine is advantageously located for supplying the city of New-York and the south-western part of the state, and will doubtless prove of great value to the company.

---

revolution, and immortalized in song by the beautiful poem of Campbell. The village of Wilkesbarre, on the Susquehannah river, has been built near the place of this massacre. Solomon's creek, a tributary stream, and which unites with the Susquehannah in this valley, contains two very romantic falls, a short distance from Wilkesbarre.

* For the preceding sketch of the coal region, the editor is mostly indebted to the Journal of Science and Arts, an invaluable work, published at New-Haven, Conn. by professor Silliman.

ROUTE TO THE SCHUYLKILL COAL MINES.

From Philadelphia to Port Carbon is 108 miles, and the intermediate distances are as follows:

	Miles.
By rail road.	
From Philadelphia to Germantown,.....	6
Norristown,.....	9
By stage or canal.	
Phenixville,.....	13
Pottstown,.....	14
Unionsville,.....,...	4
Birdsboro'.....	6
Reading,.....	10
Hamburgh,.....	23
Port Clinton,.....	4
Schuylkill Haven,....	12
Pottsville,'.....	5
Port Carbon,.....	2

The Norristown rail road is taken at Philadelphia, which passes through GERMANTOWN, distant 6 miles, distinguished as the spot of a sanguinary contest during the revolution; and from thence to

NORRISTOWN, 9 miles farther. This village is handsomely located on the north bank of the Schuylkill. It is the capital of Montgomery county, and contains a number of elegant dwellings. It was formerly the residence of the celebrated Doct. Rittenhouse. From this place a stage or canal packet is taken, which passes through Phenixville to

POTTSTOWN, or POTTSGROVE, 18 miles above Norristown, which is a pleasant village on the east bank of the river.

READING, 20 miles farther, located on the east side of the river, is the capital of Berk's county. It is a flourishing town, regularly laid out, and is inhabited princi-

pally by Germans. Its population is about 6000. Near this place the Union Canal, noticed at page 70, commences. Six miles from Reading is a cutting of 60 feet in depth through a solid rock; the contract for which having been taken by a Mr. Duncan, the spot is called *Duncan's Job*. From this place to the Blue Ridge, the Schuylkill winds through a valley in which there is considerable limestone, the fissures and cavities of which in some places rendered the formation of a retentive canal difficult.

HAMBURGH is situated on the east side of the river, 23 miles above Reading, near the Blue Ridge. It is a pleasant and thriving village, near which is what is called the *Mountain Dam*, 27 feet high. The passage of the Schuylkill and canal through the Blue Ridge is interesting and romantic. The mountains bordering the ravine are lofty and precipitous, presenting ledges of old and red sand stone, with coarse and fine silicious gray wacke. The turnpike winds on the mountain side at a great elevation above the stream, giving to the traveller a sublime and varied scenery. The navigation through the pass, or what is called the Schuylkill Water Gap, is effected by stone dams of magnitude and permanent construction; and groups of locks, water falls and broad sheets of water are frequent.

After passing the Water Gap, the next object of attraction is the *Tunnel*, which has been bored through a hill 375 yards for the canal. The village of Orwisburgh is 3 miles farther; from which to

MOUNT CARBON or POTTSVILLE is 8 miles. This place, centrally located in the coal region, has attained

an astonishing growth within a very short period. In 1824 it was a wilderness; in 1829 it contained 223 tenements, and a population of 2700 inhabitants; and in 1832, 492 dwellings, and about 5000 inhabitants; 4 churches, a bank, 3 printing offices, and a large number of stores, shops and public houses, some of which are very elegant. The town is laid out in regular squares, and the main street, about a mile in length, presents on each side a compact row of large and substantial buildings. The principal streets are M'Adamized in the centre, with brick side walks, giving a neat and durable apearance to the promenades.

The coal in this region has been described in the preceding pages of this work. Besides the numerous facilities afforded for its transportation by water, several rail roads have been constructed in the immediate vicinity of Mount Carbon. Among these are the Schuylkill Valley Rail Road, 10 miles; the Mount Carbon, 8 miles; the Mill Creek, 3 miles; the West Branch, 17 miles; and the Little Schuylkill, 22 miles—making an aggregate of 61 miles.

The Mount Carbon rail road commences at the landing on the Schuylkill, and passes through Pottsville up to the heads of the Norwegian creek. From its commencement to its termination, there is not a quarter of a mile in which it does not cross one or more veins of coal, at right angles. The whole valley, indeed, watered by this creek, is redolent with coal of the finest quality.

The West Branch rail road commences at Schuylkill Haven, and extends up to the confluence of the West and west West Branches of the Schuylkill, from whence

branches follow the direction of the two streams to the foot of the Broad Mountain, making a distance, altogether, of about 17 miles.

The little Schuylkill rail road extends to the river of that name, a branch of the principal stream. It rises 20 miles north-east of the Gap in the Blue Ridge, the place of its outlet.

Of the numerous villages which have sprung up in the vicinity of these mines is Port Carbon, a short distance from Pottsville, containing from 100 to 150 buildings.

Pursuing up the route of the Valley Rail Road, the traveller next comes to Tuscarora, Middleport, Patterson, New Philadelphia, and Tuscarora again. The three former places are at the intersection of the large lateral road which leads up the creek tributary to the river—the latter is at the head of the main rail road, built by Messrs. Lyons and Lawton.

Up the Mill Creek Rail Road, about 2 miles, is St. Clairsville, and at its head New-Castle, where the road from Port Carbon intersects the Centre Turnpike. Both these places have extensive water powers, and are admirably located for mills, &c.

At the junction of the West Branch of the Schuylkill with the main river, Schuylkill Haven is a beautifully situated place, which will be a mart of all the immense coal region of the West and west West Branches; this location is destined to be the focus of an extensive business. Minersville is another scite on the same branch, nearly west of Pottsville. This, from its situation among extensive collieries, will soom become a populous place, as the residence of those engaged in

the coal business. Further up, on the Broad Mountain, is Carbondale, which also promises to be a place of some importance.

Route to the Lehigh Coal Mines.

From Orwisburgh, a stage can be taken to Mauch Chunk, at the Lehigh coal mines, a distance of 15 miles in a north-eastwardly direction. This route is recommended to travellers from the south, designing a general visit to the coal regions. From the north, the most direct route is, to pursue the line of the Morris canal from Newark, N. Jersey, to Easton, or the route from New-York to Schooley's Mountain, and from thence to Easton, proceeding up the Lehigh to Mauch Chunk. A very common route from Philadelphia to the Lehigh is by steam-boat to Bristol, 20 mile up the Delaware, and from thence by stage through Newton and New-Hope to Easton, 50 miles farther. This route is mostly on the bank of the Delaware, and passes through a pleasant section of the country, affording a rich and diversified scenery.

MAUCH CHUNK.

The village of Mauch Chunk is situated on the western bank of the Lehigh, in a deep romantic ravine, between rocky mountains that rise in some parts precipitously to 800 or 1000 feet above the stream. Space was procured for dwellings by breaking down the adjacent rocks, and by filling a part of the ravine of the Mauch Chunk creek. A portion of this stream has been transferred to an elevated rail way, and is used to propel a grist mill. The village contains about 200 dwellings,

belonging principally to the Lehigh Company, who have between 800 and 1000 men in their employ. Mauch Chunk seems by nature designed for a place of business, but as there is not sufficient room, owing to the approach of the mountains to the Lehigh, for a town of much size, the business of the place will most likely be confined principally to the shipment of coal.

The MAUCH CHUNK RAIL ROAD leads from near the coal mines on the mountain down an inclined plane to the Lehigh river. It is eight miles long, and has been in operation 5 or 6 years. The sleepers on which the rails rest, as well as the rails, are of wood; the latter plated with iron. Experiments have been made as to the velocity that might be obtained for the cars loaded with coal, and the horses and mules to draw them back to the summit when the coal had been discharged; and it has been found, that though the speed of the cars might be increased to thirty or forty miles an hour with safety, yet the beasts, as well as the men who guided, the cars, became in a few days sickly, on account of the rapid and confused appearance of objects as they were passed on the way. The directors of the company have therefore been compelled to limit the velocity of the cars to 14 miles an hour in their descent, to obviate the disagreeable consequences of the more rapid motion. Pleasure carriages sometimes go up this rail way with strangers; but the more common practice is to go up in the returning cars. The road generally passes along a narrow shelf, with precipices on its side not unfrequently of from 300 to 600 feet. At the end of the rail road, the cars are let down to the river on an

inclined plane of 700 feet, equal to a perpendicular descent of 200.

A tunnel, 12 feet high, 20 wide, and nearly 800 long, was cut through the mountain by the company in 1826, for the purpose of shortening the passage to a bed of coal supposed to lie on the other side. This labor was lost, as no coal was found in the direction of the tunnel. The beds belonging to the company, however, are inexhaustible in other directions.

The LEHIGH CANAL was noticed at page 74. The LEHIGH RIVER is a copious rapid stream, and rises by various mountain branches forty miles north-west of Mauch Chunk, which unite below Stoddartsville, 25 miles above Mauch Chunk. The fall of the river between these two places is 845 feet. Eleven miles below Mauch Chunk, it passes through the Kittatinny range of mountains, and in the intermediate space falls 245 feet. From the Lehigh Water Gap, or passage through the Kittatinny, to its junction with the Delaware at Easton, 35 miles, it falls 205 feet; making the entire fall from Stoddartsville 1210 feet. To overcome the descent from Mauch Chunk to Easton, 21 dams and 52 locks have been found necessary. They are located at the head of rapids, enabling the navigator to command an artificial freshet, when the stream from its dispersion would not otherwise admit of the passage of boats. Water from the dam is copiously admitted into a rail way that extends to the foot of the rapid. The gates are attached by hinges to the bottom of the lock, and rise by the force of water admitted from a floom, constructed parallel with the lock, and remain suspend-

ed, forming a section of the dam. If the gate of the floom is closed, the water between the gates passes off, and they fall by their own weight and the pressure of the water from the dam.

The LANDING, or Lausanne, above Mauch Chunk, from its location at the head of the navigation, and at the commencement of the turnpike road leading to the Susquehannah, will in a short time become a place of deposit for merchandize and produce, destined to and from the upper country. The Nesquehoning creek here empties into the Lehigh, and will tend much to bring the town forward and render it a place of business, as from the extensive water power which this stream affords, manufactories can be established at comparatively a very small expense. Eight miles below Mauch Chunk is the pleasant village of

LEHIGHTON. The ground plot of the town is laid out upon an elevated piece of table land, and the lots are sufficiently large to afford an extensive garden and yard to each dwelling. The village commands a prospect of the river and canal; the valley in which the town of Weiss Port is located; the Blue Mountain in the distance, and a nearer view of the Mahoning mountain and the Lehigh hills. The Mahoning creek flows at the foot of the Mahoning mountain, and empties into the Lehigh within half a mile of the village, where has been discovered a mineral spring, the waters of which have proved highly beneficial in many cases of disease and debility.

The LEHIGH WATER GAP is 3 miles farther. The river is here confined within very narrow limits, being bounded on either side with the bold and precipitous Kittatinny mountains. The scenery is in a high degree wild, picturesque, and frequently sublime. Below the mountains, the features of nature are less magnificent, but still follow in a romantic succession of strongly contrasted and elegant landscapes.

BETHLEHEM is 11 miles from the Water Gap. It is a settlement of the Moravians, or United Brethren. The situation is healthful and pleasant, and it is a place much resorted to in the summer months. The church belonging to the society is one of the largest in the state, though exhibiting in its structure much plainness. From its steeple, a very beautiful, picturesque and extended view can be obtained. In one direction the scene stretches for upwards of twenty miles along the course of the Lehigh and the Water Gap, the wandering explorations of the eye terminating at the Blue Mountain range.

When a death occurs, a part of the choir ascend the steeple, where a requium or funeral hymn is sung for their departed brother or sister. The body is subsequently placed in what is termed the "corpse house," a building detached from all others, where it remains three days, typical of the death and burial of the Saviour, and then is interred in the church yard. This is divided into various departments and methodically arranged, though with much plainness and simplicity.

The society take charge of their own poor, of which, however, there are very few; a strong argument in favor of their regulations.

The town is supplied with water from the Monocksey creek. The works are said to be the oldest in the state, having been in operation more than eighty years. Those at Fairmount, Philadelphia, are constructed upon similar principles. The house where Gen. La Fayette lay during his recovery from the wound he received at the battle of Brandywine, is pointed out here. His nurse on that occasion has continued to reside in the place ever since, and received a visit from him when he was last in this country.

EASTON is 12 miles from Bethlehem, and is the capital of Northamptou county, Penn. It is located on the Delaware river, immediately above the entrance of the Lehigh, in a valley between the Musconetcunk mountains. Several rude and isolated hills stand in the valley, commanding extensive views and giving to the place a picturesque appearance. The town is tastefully laid out, with an open square in the centre, and contains several handsome dwellings. Its public buildings are a court house, jail, poor house, 3 churches, a bank and an academy. A bridge extending across the Delaware at this place cost $60,000. There is also a chain bridge across the Lehigh.

The location of Easton is highly favorable for trade; and it will ultimately become one of the most important towns in the state. Besides the great advantages here possessed for manufacturing purposes, and the contiguity of the place to the Delaware and Lehigh river, it is the point at which three important canals, the Delaware, the Lehigh and the Morris concentrate. The two first have already been noticed. (See page 74.)

The MORRIS CANAL extends from Easton to Newark, N. Jersey, a distance of 86 miles, and from thence to Powle's Hook, opposite New-York, 8 miles further, lockage 1600 feet, which is surmounted by inclined planes. The eastern section of this canal was completed in 1829. From Newark to Patterson, the country through which the canal passes is beautiful. At the latter place, a view of the extensive manufactories is had, located on the north. On the south, the canal for some distance is bounded by mountainous rugged cliffs, the rocky excavations through which were attended with great labor and expense. Four miles above Patterson is what is called the Grand Aqueduct across the Passaic river at the Little Falls. This aqueduct may justly be ranked, for its admirable construction, workmanship, space of the arch and elevation, with the greatest objects of curiosity in artificial navigation, and altogether may be considered superior to any thing of the kind in this country. Half a mile further is an aqueduct across the Pompton river, a work of considerable magnitude. The whole route, indeed, from Newark to Easton is interesting, and worthy the attention of the tourist.

From Easton to the Delaware Water Gap, the distance is 23 miles. The route proceeds up the river to Richmond, 14 miles; from thence to Williamsburgh, 4 miles; and from the latter place to the Water Gap, 5 miles. The current of the stream is here contracted at the base of two lofty mountains in opposite directions, between which the passage is extremely narrow. It is supposed that here was formerly a barrier over which

the river flowed in the form of a cataract, which was subsequently worn away, leaving a smooth unruffled current. The scene is wild, and highly interesting.

From Easton to the Delaware Wind Gap, an important passage through the Blue Mountains, is 12 miles, in a northwardly direction.

From Easton to Schooly's Mountain, and thence to New-York, the whole distance is 71 miles as follows:

	Miles.		*Miles.*
From Easton to Philipsburgh,.....	1	Morristown,.....	6
Top of Schooly's Mountain,.....	24	Passaic river,.....	7
Mendham,.....	12	Newark,.....	11
		New-York,.....	10

SCHOOLY'S MOUNTAIN, in New-Jersey, is a place of fashionable resort from New-York, in the summer months, owing to its cool, airy and healthful situation, and to the extensive prospect afforded from its top; on which there is an excellent public house. Within a mile of its summit there are mineral springs, which are usually resorted to by visitants at the mountain house.

NEWARK, N. J. which is located on the route, and which is within 10 miles of N. York, is one of the most elegant villages in the union. It is situated near the west bank of the Passaic river, 3 miles from its mouth, and is laid out in regular streets, the principal being 200 feet wide. The public square, near the centre, is very handsome, and is surrounded by a number of elegant private dwellings. The public buildings in the

place are a court house, jail, two banks, an academy and six churches. The population in 1830 was 10,705.

Having thus far diverged from the usual route to the north, for the purpose of describing the coal region, and the most interesting natural and artificial objects connected therewith, we return to Philadelphia, to resume the regular excursion.

FROM PHILADELPHIA TO NEW-YORK.

The routes and modes of conveyance being various, we give a sketch of each, that the traveller may make such selection as shall be most agreeable.

Steam Boat and Rail Road route.

Since the completion of the Camden and Amboy rail road from Bordentown to Amboy, the traveller will find this a very easy, elegant and expeditious route. The distance from Philadelphia to New-York is 85 miles, and the intermediate distances as follows:

By steam boat.	*Miles.*	*By rail road.*	*Miles.*
From Philadelphia to		Hightstown,.....	14
Burlington, N. J...	18	Amboy,.....	20
Bristol, Penn.....	1	*By steam boat.*	
Bordentown, N. J...	9	New-York,.....	23

BURLINGTON, the capital of the county of the same name, is 12 miles below Trenton and 18 above Philadelphia. It is delightfully situated, and contains some handsome public and private houses.

BRISTOL is one mile father, on the opposite side of the Delaware, in Bucks county, Pennsylvania. This place contains several fine residences, and is an attrac-

tive and interesting country village. Some of its flower gardens, which are unusually elegant, and located on the margin of the river, add much to the beauty of its appearance.

BORDENTOWN, 9 miles farther, and six below Trenton, is noted as the late residence of the Count de Survilliers, the ex-king of Spain, whose elegant mansion was within a few years burnt by accident, but is now rebuilt with additional embellishment and magnificence. His villa commands a fine view of the river. The soil around it is unproductive; but by the aid of culture and art, his residence now exhibits an appearance of taste and munificence worthy the princely fortune and dignity of its proprietor.

At Bordentown, the CAMDEN AND AMBOY RAIL ROAD is taken, which is finished to South Amboy; from whence a steam boat is again taken, which lands passengers at New-York. The charter of this road was granted by the legislature of New-Jersey in 1830, and the travel between Bordentown and Amboy commenced in 1832. Camden, the south-western point at which the road is to terminate, is a small village on the Delaware, opposite Philadelphia, 27 miles below Bordentown, where the river is about one mile in breadth. South Amboy is seated at the head of the Raritan Bay, 61 miles and ten chains from Camden, as measured by the course of the rail road; and is about 23 miles from the city of New-York, (by water,) making the whole distance from Camden to New-York rather less than 85 miles.

South Amboy, where the road terminates at the eastern end, is one of the finest harbors in the United States, accessible at all seasons for the largest vessels from the sea and from New-York; so that the communication with Philadelphia and foreign countries by this route will be uninterrupted. Possessing, too, great advantages for a port of entry and departure, during the winter months, and having added to it the facilities for transportation of the cargoes of merchant traders by the rail road, it must become an important point for the mercantile operations of Philadelphia, independently of the advantages of its nearer connection with N. York.

A single track, with occasional turnouts, has thus far only been made; but the workmanship and materials are of the best and most durable kind. Entire iron rails are used, which rest on stone blocks and sleepers.

The carriages are elegant, and among the best which have been constructed; and a trip across the road will be ranked among the novelties and pleasures of a northern tour.

Steam Boat and Stage Route—97 miles.

TABLE OF DISTANCES.

	Miles.
By Steam boat.	
From Philadelphia to Burlington, N. J...	18
Bristol, Penn.....	1
Bordentown, N. J....	9
Trenton,.....	7

	Miles.
By stage.	
Princeton,.....	11
Kingston,.....	3
New-Brunswick,....	12
By steam boat.	
Perth Amboy,.....	13
Elizabethtown Point,	13
New-York,.....	10

BURLINGTON, BRISTOL and BORDENTOWN, have already been noticed at pages 92 and 93.

TRENTON, the capital of the state of New-Jersey, is situated on the Delaware river, 35 miles from Philadelphia. It contains about 6000 inhabitants, a state house, two banks, and six houses of public worship. At Trenton the steam-boat navigation on the Delaware terminates. The river here forms a considerable rapid or falls, near which is an elevated bridge, about a quarter of a mile long, neatly roofed, and the sides enclosed to secure it from the weather. The distance between Trenton and New-Brunswick is passed by an excellent line of post coaches, which leave the former place immediately on the arrival of the boat. This route affords the traveller a fine view of the most fertile section of the state; and, making all allowances for roads, which are ordinary, it is, in other respects, by no means devoid of interest.

It was in this section of New-Jersey, and at the gloomiest period of the contest, that some of the most important scenes of the revolution, and those which gave point and character to the American war, transpired. It was for a length of time in the possession of the English, and was the theatre of much carnage and bloodshed. The capture of a detachment of English and German troops in December, 1776, at Trenton, was the first signal victory that crowned our arms in the revolutionary contest. It cheered the drooping and depressed spirits of our little army, and imparted new vigor to the cause of liberty. The retreat of

Washington with his troops from Trenton, considering the circumstances which surrounded him, and the secrecy with which it was accomplished, may be justly considered as one of the most successful movements of that eventful period.*

PRINCETON is located on an elevated piece of land 11 miles from Trenton, 15 from New-Brunswick, 46 from Philadelphia, and 51 from New-York. It overlooks an extensive prospect, and is a very handsome village. It contains a college, theological seminary, a presbyterian church, and about 100 dwelling houses. The college of New-Jersey was founded in 1738. It has a president, 3 professors, and 2 tutors.

The theological seminary was established in 1812, by the general assembly of the presbyterian church. It has 3 professors, a respectable library, and upwards of 100 students.

In the college yard are the remains of the presidents of the institution, Burr, Edwards, Davis, Finley, Witherspoon and Smith.

NEW-BRUNSWICK is the starting place for the New-York steam-boats. In this village is the theologial seminary, under the direction of the synod of the Dutch

* A rail road is now constructing between this place and Philadelphia, which will probably be completed the present season (1834.)

reformed church. The village also contains a court house, gaol, a college edifice, and five churches.*

PERTH AMBOY is 13 miles from New-Brunswick, 23 south-west of New-York, and 74 north-east of Philadelphia. Its harbor is one of the best on the continent.

ELIZABETHTOWN, 13 miles farther in a south-westerly direction from New-York, is pleasantly situated on a creek emptying into Staten Island Sound. A steam-boat plies between the point and New-York.

STATEN ISLAND, constituting the county of Richmond, is 14 miles long and 8 wide. It was the residence of the late vice-president Tompkins, and contains several delightful country seats.

The price of fare from Philadelphia to New-York is from $3 to $3,50, and the route is usually performed in from 9 to 12 hours.

On approaching New-York, the most prominent objects that meet the eye, are Fort La Fayette, Castle Williams, the lofty spires of Trinity and St. Paul's churches, and the Catholic cathedral.

NEW-YORK.

This city is situated on the point of York Island, at the confluence of the Hudson and East rivers, in latitude 40. It was founded by the Dutch, in 1615, under

---

* A rail road is now constructing from this place through Newark to Jersey City, opposite New-York, and a similar road is also to be constructed between New-Brunswick and Trenton.

the name of New-Amsterdam, and was incorporated by the British in 1696. The island on which it stands is 15 miles long, and from 1 to 3 miles broad. The city is situated on the south part of the island, and extends along the Hudson about 2 miles, and from the Battery along East river nearly 4 miles. The early settlements were commenced at and near the Battery, from which streets were extended without reference to order or regularity; and this accounts for the seeming want of taste in laying out the streets towards the docks and harbor.

The BATTERY is situated at the south-west point of the city, opposite to Governor's island. It is handsomely laid out into gravel walks, and tastefully decorated with shrubbery and trees. It is much frequented by the citizens in the warm season, as well for the purpose of partaking of the refreshing sea breeze, as for enjoying the prospect, which, from this place, includes the harbor with its various shipping, Governor's island, Bedlow's island, and Ellis' island, on each of which are military stations, the shores of New-Jersey and Long Island, with the flourishing town of Brooklyn, and the numerous country seats in its vicinity.

CASTLE GARDEN, connected with the battery by a bridge, is much frequented during the summer evenings. It has a fine promenade, and is often rendered attractive by a display of fire works from its enclosure, and other amusements.

BROADWAY, the most splendid street in the city, runs through the centre and extends 3 miles in length and about 80 feet in width. It is the great and fashionable

resort for citizens and strangers, and is much crowded during pleasant weather. In this avenue are Grace, Trinity and St. Paul's churches, the Adelphi Hotel, Mansion House, City Hotel, National Hotel, Congress Hall, Franklin House, American Hotel, Washington Hall, Masonic Hall, and a variety of shops with elegant and extensive assortments of merchandize of every description.

Opposite Trinity church, Wall-street opens, which contains the Exchange, most of the banks, together with the principal part of the brokers' and insurance offices.

On passing up Broadway still farther, is Cedar and Courtlandt streets, both of which lead to the Hudson river, where the steam-boats start for Albany, Newport, Providence and Boston. At the foot of Courtlandt-street is the ferry to Jersey city. A little further up is Fulton-street, on the corner of which and Broadway stands St. Paul's church. Fulton-street leads to the East river; along the docks of which are the steam-boats for Bridgeport, Saybrook, Hartford, New-London, Norwich and New-Haven. At the foot of Barclay street, extending to the Hudson river west of the Park, the Philadelphia steam-boats connected with the rail road are located; also a part of the Albany boats, and the Hoboken ferry boats.

Above St. Paul's church is the Park and City Hall, situated in the centre of the city, the former containing about 11 acres, which are ornamented with much taste, and enclosed by a substantial iron railing. It furnishes a cool and fashionable resort for men of business and pleasure, after the fatigue and heat of a summer's day.

On the right is the Park Theatre, and on the left Park Place, on the west side of which is Columbia College. The next street above Park Place is Murray, which leads to the Hoboken ferry.

Of the public buildings, the most prominent and important is the

CITY HALL, the front of which is built of white marble. It is 216 feet long, 105 feet broad, and, including the attic story, 65 feet high. The rooms for holding the different courts of law are fitted up in a rich and expensive style. The room for holding the mayor's court contains portraits of Washington, of the different governors of the state, and many of the most celebrated commanders of the army and navy of the United States. The foundation stone of this building was laid in 1803, and the whole finished in 1812, at an expense of $500,000. It is one of the most elegant edifices in America, and reflects great credit on the inhabitants for their munificence and taste.

The MERCHANT'S EXCHANGE in Wall-street, is also a superb structure of white marble. Its front on Wall-street is 114 feet, and its depth, extending to Garden-street, 150 feet. The main body of the building is two stories high, besides the basement and an attic. About two thirds of the basement is occupied for the post-office, including a spacious corridor for the convenience of persons visiting the office, with entrances leading thereto from Wall and Exchange streets. The portico of the building, to which a flight of marble steps ascends, is ornamented with Ionic columns 27 feet high. In the centre is the Exchange, of an oval form, 85 feet long, 55 feet wide and 45 feet high, surmounted

with a dome, from which light is reflected. The whole is imposing, and affords a delightful promenade. From the Exchange are doors and passages leading to a commercial reading room and numerous newspaper and other offices within the edifice. From the attic story, a flight of stairs leads to a telegraphic room in the cupalo, where signals are made and returned from the telegraph at the Narrows, 7½ miles distant. The height of the cupalo above the attic story is 60 feet. The cost of this building, including the ground, was $230,000. It was commenced in 1824, and completed in 3 years thereafter.

The UNITED STATES BRANCH BANK, in Wall-street, is an elegant white marble building, 60 feet in front. The lot on which it was erected cost $40,000.

Two doors west of this is the Custom-House; on which scite a new and splendid building is soon to be erected.

TRINITY CHURCH, in Broadway, at the head of Wall street, from its antique appearance, generally attracts the notice of strangers. The first church on this spot was erected in 1696. Originally small, it was enlarged in 1737; but during the fire which destroyed the west part of the city in 1776, while the British troops were in possession, it was destroyed, and not re-built till 1788. The present building is of stone, in Gothic style, and much like the old one, except a diminution in size, and has a steeple 198 feet high. It contains a chime of bells, the only set in the city, and an excellent organ.

The cemetery surrounding it is ancient, and is enclosed by a substantial and costly iron railing. No interments have taken place in this cemetery for some years,

owing to a law prohibiting sepulture within the populous parts of the city; but it has been ascertained by authentic records kept, that more than one hundred and sixty thousand bodies have been here deposited, exclusive of the 7 years of the revolutionary war, when no records were kept. Among the illustrious dead who repose in this hallowed spot, are the remains of Gen. Hamilton and Capt. Lawrence. The monument over the grave of the former contains the following inscription:

"To the memory of ALEXANDER HAMILTON, the corporation of Trinity church has erected this monument in testimony of their respect for the patriot of incorruptible integrity, the soldier of approved valor, the statesman of consummate wisdom, whose talents and whose virtues will be admired by grateful posterity long after this marble shall have mouldered into dust. He died July 2, 1804, aged 47."

The monument to the memory of Capt. Lawrence, who was killed during the last war in an engagement between the U. S. frigate Chesapeake, which he commanded, and the British frigate Shannon, represents a broken column, as emblematical of his premature death. It was erected at the expense of the corporation.

Within the church, in rear of the altar, and directly facing the entrance of the aisle, is a beautiful and costly monument, erected to the memory of the distinguished and lamented Bishop Hobart. The design is allegorical, and highly expressive of the poetry of the art. The bishop is represented in his last moments, with his eyes lifted in confiding earnestness to heaven, which appears, from the peculiarity of the light, to be already

opening its golden gates to receive his departing spirit. A female form, representing Religion, supports the head of the dying prelate with her left arm, while the right extended, points upwards to the cross, surrounded with rays of celestial, spiritual light. The likeness is easily recognized, and the attitude of the bishop, over whose sinking frame the lassitude of death is stealing, and upon whose countenance the holy and seraphic joy of the christian is contending with the mortal agony of the man, claims the warmest commendation of the artist's skill. The inscription is as follows: "Beneath this chancel rest the mortal remains of JOHN HENRY HOBART, Rector of Trinity church in this city, bishop of the protestant episcopal church in the state of New-York. Born in Philadelphia September 14th, 1775; died during a visitation to the western parts of his diocese in Auburn, 12th September, 1830. The vestry, in behalf of the associated congregations of Trinity church, have caused this monument to be erected in memory of the public services, private virtues, and christian graces of their beloved and lamented pastor; in testimony of their respect for the wisdom, energy and piety of their revered diocesan; in honor of the faithful and valiant soldier of Christ, who on all occasions stood forth the able and intrepid champion of the church of God."

ST. PAUL'S CHAPEL is a superb structure further up Broadway, near the Park. It contains a portico of the Ionic order, consisting of four fluted pillars of brown stone, supporting a pediment, with a niche in the centre containing a statue of St. Paul. Under the portico is a handsome monument erected by order of Congress

to the memory of Gen. Montgomery, who fell at the storming of Quebec in 1775, and whose remains were brought to New-York and interred beneath the monument in 1819. The spire of this church is 234 feet high; and the whole building is esteemed one of the best specimens of architecture in the city. In the church yard adjoining is an elegant monument, recently erected to the memory of Thomas Addis Emmet, an eminent counsellor at law, and brother of the unfortunate Irish orator, Robert Emmet. The plinth of the monument is one entire block, 7 feet square and 12 inches thick. The Egyptian obelisk, standing on its base, is also in a single piece, and is rising of thirty-two feet high. The face towards Broadway is embellished with the American eagle, sheltering a harp unstrung, with a medallion likeness of Emmet, and with two clasped hands, having stars around one wrist and shamrocks around the other. On the face fronting Broadway is an English; on that towards St. Paul's church, a Latin; and on that towards Fulton street, an Irish inscription.

St. John's Chapel, in Varick street, opposite Hudson Square, is an elegant edifice, and the most expensive church in the city, having cost more than $200,000. Its spire is 240 feet in height.

St. Patrick's Cathedral, a Roman Catholic church, in Mott street, is the largest religious edifice in New-York. It is built of stone, is 120 feet long, 80 feet wide, and is a conspicuous object in approaching the city from the east.

There are nearly 100 other churches in the city, many of which were erected at a very considerable ex-

pense, and are an ornament to the sections of the city in which they stand.

COLUMBIA COLLEGE, above the City Hall, was chartered in 1750, under the name of King's College. The edifice and grounds attached are extensive, and are advantageously and handsomely located. The college contains a chapel, lecture rooms, hall, library, museum, and an extensive philosophical and astronomical apparatus. The Hon. WILLIAM A. DUER, a gentleman of distinguished talents and learning, presides over the institution.

The NEW-YORK SOCIETY LIBRARY, in Nassau street, was commenced in 1740, and at the commencement of the revolution contained 3000 volumes, which were destroyed or taken away by the British troops. It was re-established in 1789, and now consists of about 20,000 volumes, many of which are very rare and valuable.

The ATHENEUM, Broadway, corner of Pine street, contains a reading room, which is open daily, except Sundays.

The NEW-YORK INSTITUTION is in the rear of the City Hall. Its apartments are occupied by the Literary and Philosophical Society, the Historical Society, the American Academy of Fine Arts, the Lyceum of National History, and the Asylum for the Deaf and Dumb. The Historical Society has a library of 10,000 volumes, embracing many valuable works.

Near the institution are the Savings Bank and Panorama Rotunda; and a little further up Broadway, the

New-York Hospital. The annual expenditure in this institution is about $40,000, and the annual number of patients from 140 to 180.

The PARK THEATRE is a spacious edifice, adjoining the Park. It was originally built in 1798, at an expense of $179,000, was destroyed by fire in 1820, and re-built the following year. It is 80 feet long, 165 deep, and 55 high, and has generally been more liberally patronized than any other theatre in the city.

The AMERICAN THEATRE, in the Bowery, displays much architectural beauty, and among the modern ornaments of the city, stands pre-eminent. It has a front of 75 feet, is 175 feet deep, and 50 feet high. It enjoys a handsome patronage.

Besides these places of amusement, there is an Italian Opera house at the corner of Church and Leonard streets, a theatre at Richmond Hill, and a circus in Broadway, between Canal and Grand streets.

PRINCIPAL HOTELS.

The ADELPHI HOTEL, corner of Beaver street and Broadway, kept by Mrs. Barker, is an elegant establishment, built of brick and stuccoed. Its situation is in a most delightful part of the city, fronting the Bowling Green, and in full view of the Battery and harbor. It is six stories high, and possesses spacious and airy accommodations.

The ATLANTIC HOTEL, kept by Mr. M'Niel Seymour, No. 5, Broadway, is a first rate establishment, elegantly furnished, and well patronized.

The CITY HOTEL, a few doors north of Trinity church in Broadway, kept by Mr. Jennings, is an old and highly respectable establishment, and one of the most extensive in the city, containing more than 100 parlors and lodging rooms, (many of them designed for private families) besides an assembly room, principally used for concerts. The rooms are furnished in the best style, and the house, from its central location and good accommodations, has always enjoyed an extensive patronage.

The NATIONAL HOTEL, kept by Mr. John Niblo, nearly opposite the City Hotel, is a large and excellent house, well furnished, and well supported.

The CONGRESS HALL, kept by Mr. Charles H. Webb, No. 144, Broadway, is well located, and affords the best of accommodations.

The FRANKLIN HOUSE, Broadway, corner of Dey street, kept by Mr. Newton Hayes, is pleasantly located, furnished in good style, and enjoys a handsome patronage.

The AMERICAN HOTEL, kept by Mr. Milford, is delightfully situated, fronting the Park in Broadway, and is among the most favored establishments in the city. It is five stories high, and extends on Barclay street to the college of Physicians and Surgeons. Its public and private parlors and lodging rooms, which are numerous, are furnished in the best style, and it is extensively patronized by a fashionable and respectable company.

The MANSION HOUSE, (Bunker's,) 39 Broadway, is a commodious establishment, pleasantly located, and enjoys a handsome patronage of genteel company.

The WASHINGTON HALL is another extensive establishment in Broadway, corner of Reed street, handsomely fitted up, and possessing excellent accommodations.

HOLT'S HOTEL, forming an allinement on three streets, the one part in Water, another in Pearl, and its eastern limit facing on Fulton street, and occupying the entire block, is one of the most extensive and expensive establishments of the kind in the United States. It is built of white marble, and is six stories high, exclusive of the basement, having an attic of ample dimensions, and surmounted by a lofty quadrangular tower, around which there is an extensive and pleasant promenade. Above this there is a spacious rotundo, from whose exalted summit a view is obtained of nearly the whole city, the East river, Brooklyn, part of Long-Island, the entire upper bay and harbor, Staten Island, a very considerable extent of the Hudson river and the Jersey shore. In the basement story, a steam engine of 12 horse power is placed, by means of which machinery is put in motion which carries up through a perpendicular casement the cooked provisions for the guests, which, by this means, are conveyed almost to the side of the breakfast and dining tables. The second floor is occupied by drawing and sitting rooms, the large dining room being 100 feet in length and 28 in breadth, well supplied with light from numerous windows, and elegantly furnished. The third floor, con-

taining parlor, dining, retiring and receiving rooms, is exclusively appropriated to the accommodation of gentlemen having ladies and families. The other three stories and the attic, are judiciously divided into sitting and lodging rooms, with parlors, all of which are furnished in a style of richness and neatness, calculated to afford comfort and a home to every inmate. On the side and in the centre of the main stairway, the dumb waiters rise, by the aid of the steam-engine in the basement, to the tower, and by the active power of this engine, and the use of forcing pumps, each story is at all times furnished with cold and hot water for the baths in the attic, and for ordinary uses in the several rooms. The house from the base to the foot of the tower is 100 feet high, and 140 to the summit. There are 165 rooms, 25 of which are parlors, 125 lodging rooms, and the residue appropriated to other useful purposes.

Besides the foregoing public establishments, are TAMMANY HALL, (Lovejoy's) Park Row, corner of Frankfort street; UNITED STATES HOTEL, Mr. Redman, No. 178, Pearl street; CLINTON HALL, opposite the Park, in Beekman street; EXCHANGE HOTEL, near the corner of Wall and Broad streets, by Mr. Howard; MERCHANT'S HOTEL, by Messrs. Thurston & Co. No. 108, Broad street, and several others of respectability, an enumeration of which will not be deemed necessary in this work.

PRIVATE BOARDING HOUSES. The following are among the genteel and respectable private boarding houses in Broadway, many of which ars extensive, and fitted up in a style not inferior to the best hotels: Mrs.

Baker's, No. 13; Mrs. Woods, No. 24; Mrs. Chapman's, No. 33; ———, No. 35; Street's, No. 36; Mrs. Keese's, No. 52; Pearcy's, No. 56; Mrs. Miller's, No. 57; Mrs. Helmes', No. 58; Mrs. Mann's, No. 61; Mrs. Southart's, No. 65; Mrs. Storer's, No. 66; Mrs. Waldron's, No. 126; Miss Wade's, No. 110.

The prices at these houses vary from $1 to $2 per day, and from $5 to $10 per week.

In point of population, this city is the first in the United States, it having contained in 1830, 213,470 inhabitants, and in respect of trade it is now and will probably continue the first commercial metropolis in America. Though it cannot vie with Philadelphia, in point of beauty and regularity, New-York exhibits an air of novelty and grandeur very imposing to a stranger. Its ever bustling streets and crowded wharves, indicate an uncommon sprit of commercial enterprize. Its local situation embraces every advantage for commerce; and the canals, by opening an easy communication between the fertile regions of the west and north and the city of New-York, have produced an astonishing change in its growth and prosperity. At no very distant period, New-York, with all its natural and artificial advantages, will probably become the greatest commercial metropolis in the world.

PACKETS.—London packets sail from New-York on the 1st, 10th and 20th, and from London on the 7th, 17th and 27th of each month.

Liverpool packets sail from New-York and from Liverpool on the 1st, 8th, 16th and 24th of each month.

Packets for Havre, leave New-York on the 1st, 8th, 16th and 24th of each month, and Havre on the same days during the year.

New-Orleans packets sail from New-York on the 5th, 8th, 13th, 20th, 22d and 28th, and from New-Orleans on the 1st, 5th, 13th, 15th, 20th and 28th of each month.

The elegant steam packet ship, David Brown, leaves New-York once a fortnight for Charleston, S. C.

PUBLIC COACHES.

Strangers visiting New-York are liable to suffer from exorbitant exactions for coach hire. To guard against this, the corporation have licenced an adequate number of hackmen, who may be found at several convenient stands in the city, each coach being numbered. The rules and regulations to which they are subjected, can be found in the "Picture of New-York and Stranger's Guide," published by Mr. Goodrich, 124 Broadway.

EXCURSIONS.

Among the numerous places of fashionable resort in the vicinity of New-York, are Governor's, Bedlow's and Staten Islands, within the harbor; Orange Springs, near Newark, Patterson, the Pasaic Falls, Hoboken and Weehawk, Schooly's Mountain, and Long Branch, in New-Jersey, on the west; Manhattan Island, on the north; and the tour of Long Island on the east.

Governor's and *Bedlow Islands* are usually approached only in row boats, and are less frequented on that account.

Staten Island, south of the city, was noticed at page 97.

In an excursion to *Patterson* and to the *Passaic Falls*, the Patterson rail road, which commences opposite New-York, will soon be in readiness for the conveyance of passengers the whole distance. The company for constructing the road was incorporated in January, 1831, and the western section was completed and carriages placed thereon the following year. The whole length of the road is about 15 miles, in a north-westerly direction from New-York, and when completed, will afford an easy conveyance to the Passaic Falls and the thriving manufacturing village in their vicinity. The perpendicular pitch is 70 feet into a narrow and rocky chasm. The scenery is wild and imposing; and the falls are among the greatest natural curiosities of this country. The Morris canal, noticed at page 90, passes near them.

Hoboken and *Weehawk* are on the west side of the Hudson river, opposite the northern parts of New-York, near which is the Hoboken *duelling ground*, which cannot be easily approached, except in a boat. A monument was here erected some years since to the memory of Gen. Hamilton: but it has since been removed.

Schooly's Mountain, 50 miles west of New-York, was noticed at page 91.

Long Branch, is 30 miles south of New-York, on the eastern shore of New-Jersey, and on the immediate bank of the Atlantic ocean, an extensive view of which is here obtained. A bathing establishment is erected, and the bank, which is elevated to a height of 30 or 40 feet for several miles, affords a beautiful promenade.

Sandy Hook and Neversink can be visited on this route, the heights of the latter affording an extensive view of the marine coast.

The HARLAEM RAIL ROAD was originally designed to commence at 23d street, in the northern part of the city of New-York, and pass through the centre of the Fourth or Broadway avenue to Harlaem river, at a point about 300 yards above the bridge, making the length of the road about 5 miles. Subsequently, however, an amendment of the charter was obtained, and permission by the corporation granted, to extend the road southerly to Prince street; one track passing through the Fourth Avenue, Union Place, Bloomingdale road, and Broadway, and another through the Bowery. The road is therefore about eight miles long. It was commenced, and so far finished in 1832, that passenger carriages were placed on a part of the road. When completed it will afford an additional and important excursion to parties of pleasure. It is believed, also, that by providing an easy and expeditious mode of intercourse between the city and Harlaem, numerous merchants and other men of business will be induced to select the latter as a place of residence. A morning and evening ride to and from the city, would be a mere pastime, without interfering with the usual business hours; and would moreover prove a healthful and invigorating exercise.

Manhattan Island, on which New-York is located, is 15 miles long, and on an average one and a half broad; the Hudson river bounding it on the west, the Harlaem river on the north, the East river on the east, and the bay on the south. A tour of the island can be per-

formed in a few hours, and will be found to be highly diversified and interesting. Passing up on the west side, the Asylum for the Insane, on very elevated ground about 7 miles from the city, the heights of Fort Washington, Harlaem and Kingsbridge, are visited; and in returning on the east side, Hurl Gate, the Alms-House and House of Refuge.

Hurl Gate is a narrow and apparently a dangerous strait in the East river, in which, at low water, there are numerous whirlpools or currents, occasioned by huge masses of rock projecting in various places, giving to the river only a very contracted passage. At high water, these masses are more or less concealed, and the current is in a degree unruffled. Losses of vessels were formerly experienced here; but none have been known in some years. To avoid the dangers, however, incident to the navigation, a project has been formed of opening a ship canal between Pot and Hallett's Coves. A survey of the proposed route has been made, and the result of the examination is, that the length of the canal, to secure a sufficient depth of water in the coves, will be 2439 running feet, viz. 470 of excavation below high water, 1369 of high upland with indication of rock, and 600 of salt marsh. As the tide rises and falls in Hallett's Cove several minutes sooner than in the Pot, (Hurl Gate,) it would be necessary to have two pairs of gates at each extremity. A draw-bridge would also be necessary, to accommodate the ferry road which communicates from the Point at Hallet's Cove with the New-York shore, at the foot of 87th-street. The maximum cost is rated at $162.-

152 for the entire completion of a canal 137 feet in width at high water on the surface, 80 at bottom, and 28 in depth, which would be sufficiently capacious for a line of battle ship. It is, however, believed that a ship canal 17 feet deep at high water, 82 feet wide between the banks, and 40 at bottom, would be preferable; in which case the cost of completion has been estimated at $54,548.

BROOKLYN, (on Long-Island,) directly opposite New-York, from which it is separated by the East river, is usually reached by steam-boats which are constantly plying between the foot of Fulton street and that village. In 1830, it had a population of 12,403, and within a few years has arisen to much importance. Its contiguity to New-York, and the facilities afforded for communicating between the two places, have induced many merchants and men of business to select it as a place of residence in preference to the upper parts of the city. The village also contains several elegant country seats and public gardens. Those on the bank contiguous to the East river, from their elevated situation, overlooking the bay of New-York, and commanding a view of a great part of the city, are peculiarly attractive and romantic. North-eastwardly of the village, on a tract of land called the Wallabout, is a U. S. navy yard, where are erected a house for the commandant, several spacious ware-houses, and an immense wooden edifice, under which the largest ships of war are built. The steam frigate Fulton, which lay near the navy yard, and which was an object of attraction, was blown up at this place in 1829, occasioning the loss of several lives.

Brooklyn is intimately connected with important events of the revolution, and in its vicinity are pointed out some remaining vestiges of fortifications and military works erected during that eventful period. The road to Flatbush (4 miles east) crosses the ground on which the battle of the 27th July, 1776, was fought, which resulted in a severe loss to the Americans and the capture of Generals Sullivan and Sterling. The marshes in which so many lives were lost in retreating from the British army are south of this.

From Brooklyn to Jamaica, a pleasant village, and the capitol of the county of Queens, is 12 miles; and from thence to Rockaway, bordering on the Atlantic, where an elegant public establishment, called the Pavilion, has been recently erected, is 9 miles farther. The roads to this place being excellent, it is much resorted to in the summer months. A fine view of the ocean is obtained, which from its unceasing roar and turbulence, is rendered unusually sublime.

DISCOVERY OF THE HUDSON.

From the collections of the New-York Historical Society, we are enabled to glean the following sketch of the first discovery of the Hudson river; which may not be uninteresting to tourists about to embark on its waters:

John D. Verrazzano, a Florentine, in the service of Francis I. of France, had been entrusted with the command of four ships, in cruising against the Spaniards. These vessels being separated in a storm, the commander resolved, with one of them, to undertake a voyage for the discovery of new countries. About the middle of March, 1554, he accordingly arrived on the

American coast, and after having visited the coasts of North-Carolina and Georgia, he directed his course northward, and entered the harbor of the present city of New-York. He describes the islands (Staten, Manhattan, &c.) as "fruitful and pleasant, full of hie and broad trees, among the which islands any navie may ride safe, without any feare of tempest or other danger." He stayed in the harbor about 15 days.

Nearly a century elapsed before any farther discoveries were made on this part of the continent. It was reserved for Henry Hudson to make the first voyage, up the Hudson river. After having visited several harbors, he entered the strait now called the Narrows on the 6th September, 1609. A boat was manned and despatched by him to explore what appeared to be a river. In this service the boat's crew were engaged in the bay and adjacent waters during the day. On their way back to the ship, they were attacked by the natives in two canoes. A skirmish ensued, in which one of Hudson's men, named Colman, was killed by an arrow which struck him in the throat, and two more wounded. The next day the remains of Colman were interred on a point of land not far from the ship; which, from that circumstance, received the name of Colman's Point, and which was probably the same that is now called Sandy Hook.

On the 12th, Hudson first entered the river, which bears his name, and sailed up about two leagues. He was visited by great numbers of the natives, who brought him Indian corn, tobacco, beans and oysters in great abundance. They had pipes of yellow copper, in which they smoked; and earthen pots, in which they dressed their food.

From the 12th to the 22d of September, Hudson was employed in ascending the river. He describes it as abounding with great stores of salmon. In his passage he was visited by many of the natives, but always in an amicable manner. He sailed up, as is supposed, a little above where the city of Hudson now stands; beyond which he himself never ascended. From this place he despatched a boat, (not considering it safe to proceed further with his vessel,) manned with five hands, which ascended the river, it is supposed, as far as where the city of Albany now stands.

During this excursion, Hudson gave to some of the Indians ardent spirits, for the purpose of making an experiment on their tempers. He says they all became merry; but only one was completely intoxicated. A tradition still exists among the six nations, that a scene of intoxication occurred when the first ship arrived; having reference, doubtless, to this event.

Hudson began to descend the river on the 23d of September, having frequent intercourse with the Indians on his way down, from whom he experienced kind treatment, until he descended below the Highlands. Here they attempted to rob the ship, and repeatedly shot at the crew. He directed several muskets to be discharged at them, which killed ten or twelve. These conflicts occurred frequently during the 1st and 2d of October; but none of the ship's crew were injured.

On the 4th of October, one month from the time he first landed at Sandy Hook, he sailed out of the river, and proceeded to sea, reaching England the 7th of November following.

Hudson did not give his own name to the river he discovered. It was called, by the Iroquois Indians, Cahohatatea; by the Mohicans, Mahakaneghtuc, and sometimes Shatemuck. Hudson styled it the "Great River," or the "Great River of the Mountains." The name of its discoverer, however, was given to it soon afterwards.

Hudson, in a subsequent voyage for the East India Company, became a prey to the mutiny of his men in the bay which bears his name. He was forcibly put into a boat with his son and seven others, who were mostly invalids, and, in this manner, inhumanly abandoned. They were never heard of more.

FROM NEW-YORK TO ALBANY,

A distance, by water, of 144 miles, and by land, measuring between the respective post offices, of 160 miles, a communication is alternately kept up by a line of stages in the winter season, and by steamboats during the absence of ice in the Hudson. The following is a table of distances between the two places:

	DISTANCE BY WATER FROM		
	place to place.	New-York.	Albany.
New-York,			144
Weehawken,	6	6	138
Palisadoes, southern termination,	2	8	136
Fort Washington,	4	12	132
Tappan Bay, southern extremity,	12	24	120
Sing Sing,	8	32	112

	DISTANCE BY WATER FROM		
	place to place.	New-York.	Albany.
Haverstraw Bay,	2	34	110
Stoney Point,	5	39	105
Verplanck's Point,	1	40	104
Horse Race, (Highlands,)	2	42	102
Anthony's Nose,	3	45	99
West Point,	5	50	94
Pollopel Island,	6	56	88
Newburgh,	4	60	84
Milton,	11	71	73
Poughkeepsie,	4	75	68
Hyde Park,	5	80	63
Rhinebeck,	10	90	53
Redhook, lower landing,	7	97	46
Redhook, upper do.	3	100	43
Catskill,	11	111	32
Hudson,	5	116	27
Coxsackie,	8	124	19
Kinderhook,	1	125	18
New-Baltimore,	5	130	13
Schodack,	4	134	9
Albany,	10	144	

Boats leave New-York for Albany at 7 o'clock A. M. and at 5 P. M., and the trip is usually performed in from 12 to 14 hours—fare from $2 to $3,50. A morning boat will prove the most interesting to those who have never performed the route by day-light; as it will afford an opportunity of witnessing the rich scenery and numerous villages and country seats between the two cities.

Drawn by J. Bilcoe

Engraved by A. B. Pike

WASHINGTON.

THE PASSAGE OF THE HUDSON.

Besides the pleasure of a steam-boat passage, the Hudson river presents to the tourist a variety of natural scenery which it will be difficult to find elsewhere in a journey of the same extent. To the gratification derived from a prospect of the beautiful and sublime objects of nature, the effect of the most striking contrast is added, to render the scene truly picturesque and enchanting. On the one hand are seen summits, crowned with forests, apparently impenetrable to the footsteps of cultivation; and on the other, beautiful and extensive lawns, checkered with the abodes of husbandry, and glowing in all the rich verdure of summer; while, in the same circumstances of vision, may be seen the fading view of some town or city, and in perspective a perpetual opening scenery of forests and cultivation, plains and mountains, towns and villages, imparting to the beholder all the charms of novelty, with the highest emotions of the sublime.

Weehawken, about 6 miles from the city, on the west side of the river, is pointed out to the traveller as the ground on which Gen. Hamilton fell in a duel with Col. Burr. It is a small spot on the margin of the river, with huge rocks on three sides, effectually screening it from the observation of man, except from the river; and probably has, for that cause, been selected as a suitable place for settling affairs of honor. Till within a few years, it contained a monument erected to the memory of Gen. Hamilton by the St. Andrews society; but it has been removed. His body was deposited in

the ground attached to Trinity church in the city, where there is a handsome monument, enclosed in an iron railing. (See pages 101 and 112.)

The PALISADOES, which first make their appearance on the Hudson, about 8 miles from New-York, are a range of rocks, from 20 to 550 feet in height, and extend from thence to Tappan, a distance of about 20 miles. In some places they rise almost perpendicularly from the shore, and form, for several miles in extent, a solid wall of rock, diversified only by an occasional fishing hut on the beach at their base, or wood slides down their sides, and sometimes by an interval of a few acres of arable land, affording an opening for a landing place, and a steep road leading to their top. On the opposite side of the river, the land is varied by hill and dale, cultivated fields and woods, with cottages and country seats. The land in this place, however, back from the river, rises in rocky hills, and becomes more precipitous as you advance into Westchester county.

Twelve miles from New-York, the boat passes the site of FORT LEE, on the brow of the Palisadoes, at the height of 300 feet above the river; nearly opposite to which, on a high hill on the east side of the river, stood FORT WASHINGTON. In October, 1776, after the evacuation of New-York by the American troops, followed the battle of White Plains, by which name is known the high ground on the east, between the Hudson river and the Sound above Kingsbridge, whence Washington retreated to Peekskill. Fort Washington was then taken by the Hessians and British, and the garrison,

composed of 2600 militia and regular troops, surrendered prisoners of war. The surrender of Fort Lee followed soon after Washington crossed the Hudson. There was also on the east side another fort, called Independence.

Twenty-four miles above New-York the river expands and forms what is called TAPPAN BAY. The little village of Tappan, a place of much note during Andre and Arnold's conspiracy, is situated on its western shore. The spot of Andre's grave is still pointed out near this village, though his remains were conveyed to England a few years since, by order of the British government. This bay is from 2 to 5 miles wide, and 8 miles long, terminating at Teller's Point.

About a mile above Tappan village, on the eastern shore, is the village of TARRYTOWN, where Andre was captured by Paulding, Van Wart and Williams, the American militia-men. Paulding died some years ago, and a monument was erected over his grave by the corporation of New-York. Van Wart died more recently, and a monument to his memory has been erected by the citizens of Westchester county. It is a neat structure of white marble, consisting of a base of three ascending steps, and a pedestal upon which stands an obelisk; in all, being from fifteen to eighteen feet high. It stands by the road side, in a retired valley in the town of Greensbush, about three miles east of Tarrytown.

Near the northern extremity of Tappan Bay, on the eastern shore, is the Sing Sing state prison. It comprises 800 dormitaries or solitary cells, is 4 stories high, and occupies about 50 by 500 feet of ground. From

each end of the main building, which stands parallel with the river, in a westerly direction, are carried out wings, 300 feet in extent, forming a spacious inner yard, open only to the river. The wings, composed of marble, are constructed for workshops, a chapel, kitchen, hospital, &c. The chapel is of sufficient dimensions to hold 900 persons. The keeper's house, on the south-eastern end of the main building, is also constructed of marble. The number of convicts in the prison is usually from 800 to 1000. Its erection was commenced in 1825, and its cost is estimated at rising of $200,000.

HAVERSTRAW BAY commences 34 miles from New-York, and terminates at Stoney and Verplanck's Points; being about 6 miles in length, and from 2 to 4 in width. Haverstraw village is on the west side of this bay.

The HIGHLANDS, or Fishkill Mountains, which first appear about 40 miles from New-York, will attract notice, not only from their grandeur and sublimity, but also from their association with some of the most important events of the revolution. This chain of mountains is about 16 miles in width, and extends along both sides of the Hudson, to the distance of 20 miles. The height of the principal has been estimated at 1565 feet. According to the theory of the late Doctor Mitchell, this thick and solid barrier seems in ancient days to have impeded the course of the water, and to have raised a lake high enough to cover all the country to Quaker Hill and the Laconick Mountains on the east, and to

Engraved by V. Balch, from a sketch by J. L. Morton.

SCENE ON THE HUDSON.

Shawangunk and the Catskill Mountains on the west; extending to the Little Falls of the Mohawk, and to Hadley Falls on the Hudson—but by some convulsion of nature, the mountain chain has been broken, and the rushing waters found their way to the now New-York bay. At the entrance of the Highlands, on the south, is the site of an old fort on Verplanck's Point, opposite to which stood the fort of Stoney Point, which was taken from Gen. Wayne in 1778, and re-taken by him the same year. About two miles north of this, what is termed the *Horse Race* commences. This consists of an angle in the river, which, for a little more than a mile, takes an eastwardly direction, contracted to a very narrow space within bold and rocky mountains; one of which, ANTHONY'S NOSE, is 1228 feet high, and is opposite the mouth of Montgomery creek, overlooking Forts Montgomery and Clinton. These forts, under the command of Gen. Putnam, were captured by the British troops under Sir Henry Clinton, in 1777, when on his way to co-operate with Gen. Burgoyne; the news of whose surrender, however, reached Sir Henry when he had proceeded as far as Kingston, 50 miles higher up, and changed his advance into a retreat. Bloody Pond, so called from its being the place in which the bodies of the slain were thrown after the defences of these forts, is in the rear of Fort Clinton.

WEST POINT, one of the most impregnable posts during the revolutionary war, is situated on the west side of the Hudson, near the entrance of the Highlands on the north. It formed an important fastness of the American army during the eight years

contest with the British nation; and the consequence attached to it, in a military point of view, was evinced by the repeated but unsuccessful efforts of the enemy to obtain it. It was here that Arnold conceived the horrid purpose of bartering his country for gold.* This conspiracy, however, which aimed a death blow to liberty in the western hemisphere, resulted only in the universal contempt and ignominy of Arnold, and in the lamented death of the unfortunate Andre. There are here at present a number of dwelling-houses, and a military academy, built on the plain which forms the bank of the river, 188 feet in height, to which a road ascends on the north side of the point. In the back ground, and elevated on a mass of rocks 598 feet in height, is the site of Fort Putnam. Silence and decay now mark the spot of this once formidable fortress. Its mouldering ruins, however, convey a pretty correct idea of the impregnable barrier its ramparts once presented to the enemies of freedom.

The MILITARY ACADEMY here established by congress, was first organized under the direction of the late Gen. Williams, in 1802. Of the number of applicants for admission to this institution, a preference is usually given, first, to the sons of officers of the revolution; and secondly, to the sons of deceased officers of the

* The residence of Gen. Arnold was at the house and farm of Col. Beverly Robinson, opposite West Point, on the east bank of the Hudson. The house is still a conspicuous object, as well as the one in which Arnold fixed his head quarters.

late war. None are admitted under the age of 14 years, nor above the age of 22. The number of cadets is limited to 250, each of whom costs the government $336 annually; and the whole establishment is maintained at an annual expense of $115,000. In addition to the various sciences which are taught here, the cadets are instructed in all the practical minutiæ of tactics; comprehending the lowest duties of the private soldier, as well as the highest duties of the officer. They are also required to encamp for 6 or 8 weeks in a year; during which time they are instructed in the manner of pitching and striking tents, in the various infantry evolutions, and in all the details of the camp.

Several of the buildings at West Point are elegant, and among the number may be ranked a spacious and costly hotel. It has been erected in a style and on a scale which render it a great ornament to the grounds. It is substantially built of stone, painted yellow, and the lower story is surrounded on its sides with extensive piazzas, forming a delightful promenade. Its rear is upon the Hudson, and presents a delightful view up the river through the Highlands. The front faces the parade ground and the ground used for the encampment.

In the morning, the cadets drill as artillery, in front of the camp. The system followed is that of Lallemand. The drill of the afternoon is that of infantry. But the principal attraction to the visiter is the morning and evening parade, in which the whole battalion, with the exception of the guard, is drawn out and carried through the manual, by the officer commanding.

Near the north eastern extremity of the grounds, at the projecting point forming the abrupt bend of the

river, stands a monument of white marble, consisting of a base and short column, on the former of which is simply inscribed on one side, "Kosciusko," it having been erected to the memory of that distinguished patriot who resided here. Another monument stands on the N. W. corner of the grounds near the road from the landing to the hotel, upon a small hillock. It is a plain obelisk about 20 feet high, erected by the late Gen. Brown, to the memory of Col. E. D. Wood, a pupil of the institution, who fell leading a charge at the sortie from Fort Erie, on the 17th September, 1814.

On the bank of the Hudson at the south eastern extremity of the parade ground, and several yards beneath, is a spot called Kosciusko's garden, or Kosciusko's retreat. It is the place to which the Polish patriot was accustomed to retire to study, and which was cultivated by his own hands. Though now neglected, the marks of cultivation are perceptible in the regularity of the walks and the arrangement of the trees. A more delightful spot for recreation or repose cannot be imagined, nor one more suitable as a retreat from the cares of the great world, or a sanctuary for unfortunate patriotism or persecuted virtue.

POLLOPEL ISLAND is situated at the northern entrance of the Highlands, 6 miles above West Point. It consists of a mass of rock, and rises near the centre of the river between Breakneck Hill on the east and Butter Hill on the west. The altitude of the latter is 1529 feet—the former is 1187 feet in height, and contains the rock called the Upper Anthony's Nose.

NEW-WINDSOR. Passing the Highlands, the prospect changes into a very agreeable contrast. The bay

of Newburgh with the village of the same name, and New-Windsor, and on the opposite shore the village of Fishkill, with its numerous adjacent manufactories and country seats, together with a view of the Hudson for many miles above, form a prospect which cannot fail to impart much interest. The village of New-Windsor stands on the margin of the river, 7 miles from West Point. It is calculated for a pleasant place of residence, but in business it must yield to the rival village of

NEWBURGH. This is an incorporated village, situated on the declivity of a hill on the west side of the Hudson, 10 miles north from West Point, and 84 south from Albany. It contains about 600 houses, and a population of about 4000 inhabitants. From its situation it commands an extensive intercourse and trade with the country on the west, and by means of the Hudson river, with New-York. This place was for some time the head quarters of the American army during the revolutionary war; and the "stone house" in which Gen. Washington quartered is still standing. On the opposite side of the river from Newburgh is Beacon Hill, one of the highest summits of the Fishkill mountains, where parties of pleasure frequently resort in the summer season, to witness an extent of prospect including a part of the territories of five different states. This hill is 1471 feet in height. Half a mile south is the New Beacon, or Grand Sachem, 1685 feet above the level of the Hudson. They are called Beacon Hills, from the circumstance that beacons were erected on their summits during the revolutionary war. The con-

tinuation of this chain of mountains is lost in the Appalachian Range on the north east, and extends south as far as the eye can reach. Diminished in distance, is seen West Point, environed by mountains, apparently reposing on the surface of the Hudson, and bathing their rocky summits in the clouds.

MILTON, is a small hamlet, situated on the west side of the Hudson river, in the town of Marlborough, 11 miles from Newburgh. This place is called the half-way place between New-York and Albany, being 72½ miles distant from each. Two and a half miles south of Milton, on the east side of the Hudson, is the mansion house of the late Gov. George Clinton.

POUGHKEEPSIE, 15 miles north of Newburgh, is situated one mile east from the Hudson, on the post road from Albany to New-York, and was incorporated in 1801. The village is about the same size of Newburgh, handsomely located, and a place of considerable trade. It is laid out in the form of a cross, the two principal streets crossing each other at right angles. A road leads down a long steep hill from Poughkeepsie to the landing on the Hudson river. This landing is 3 miles above Milton. About 5 miles farther north is

HYDE PARK LANDING, on the east side of the Hudson river, near which are a number of country seats. From thence 4 miles up the river is a landing place, leading to Staatsberg, one mile distant, in the town of Hyde Park. From thence to Rhinebeck Landing is 5 miles,*—thence to Redhook Lower Landing, is 7 miles

*Near this place, on the west side of the river, is the commencement of the Delaware and Hudson canal. It

—thence to Redhook Upper Landing, 3 miles—thence 2 miles to the seat of the late Chancellor Livingston—thence 7 miles to the manor house of the late Lord Livingston—thence one mile to Oakhill—thence one mile to

CATSKILL. This village takes its name from a large creek which flows through it, and empties into the Hudson at that place. It is situated on the west bank of the river, 32 miles from Albany, and contains about 350 dwellings, and a population in the entire town of nearly 5000 inhabitants. On Catskill creek are already a number of mills and manufactories, and the general appearance of the village is highly flattering, as it respects its future growth and prosperity. This village is in the immediate neighborhood of the *Katsbergs* or *Catskill* mountains, which are seen for many miles along the Hudson, and here assume a truly majestic and sublime appearance. The highest elevation of this range of mountains is in the county of Greene, from 8 to 12 miles distant from the river, including the *Round Top*, 3804 feet, and *High Peak*, 3718 feet in height. The village of Catskill, which was formerly visited principally by men of business, has more recently become the resort of people of fashion and pleasure, who design a tour to the

---

extends in a south-westwardly direction to the forks of the Dyberry on the Lackawaxen river, Pennsylvania, distance 103 miles, lockage 1438 feet. It was originally intended by the company to have extended this canal to Keen's pond, 13 miles from its present termination, but it has been abandoned and a rail road substituted, which extends 3 miles west of Keen's pond to the Anthracite coal mines of Pennsylvania.

PINE ORCHARD, a place which, for several years past, has attracted the attention of all classes of men, and still continues to draw to it numbers of those who are fond of novelty, and especially of the sublime and romantic scenery in which it abounds. Regular stages leave Catskill for the Pine Orchard twice a day. The fare is the moderate price of one dollar. The whole distance is 12 miles, computed as follows: From the village to Lawrence's tavern, 7 miles—from thence to the foot of the mountain, 2 miles—from thence to Pine Orchard, 3 miles. This distance is passed, in going, in about 4 hours—in returning, in about 2 hours. The country through which the road passes has nothing interesting in its appearance, until it reaches the mountain, being generally uneven and barren, and diversified with but one or two comparatively small spots of cultivation, upon which the eye can rest with satisfaction. A short time is usually taken up at Lawrence's, for the purpose of refreshment, before encountering the ragged ascent of the mountains. This part of the road is generally good, but circuitous, and often passes on the brink of some deep ravine, or at the foot of some frowning precipice, inspiring at times an unwelcome degree of terror. The rock upon which stands the hotel forms a circular platform, is of an uneven surface, and includes about six acres. It is elevated above the Hudson upwards of 2200 feet.* The Hotel is 140 feet in

*Capt. Patridge, who visited the Catskill mountains in 1828, made the following barometrical observations:

Altitude of the Mountain House, at the Pine Orchard, above the surface of the Hudson river at Catskill village, 2212 feet.

length, 24 feet in width, and 4 stories high, and has piazzas in front the whole length, and a wing extending in the rear for lodging rooms. The building is owned by the "Catskill Mountain Association," an incorporated company, with a capital of $10,000. It is well furnished, and possesses every convenience and accommodation requisite to the comfort and good cheer of its numerous guests. The prospect from Pine Orchard embraces a greater extent and more diversity of scenery than is to be found in any other part of the state, or perhaps in the United States. The vast variety of fields, farms, villages, towns and cities between the green mountains of Vermont on the north, the highlands on the south, and the Taghkanick mountains on the east, together with the Hudson river, studded with islands and vessels, some of which may be seen at even the distance of 60 miles, are apparent in a clear atmosphere to the naked eye; and when the scene is gradu-

---

Do. of the same above the scite of Lawrence's tavern, 7 miles from Catskill, 1882 feet.

Do. of the same above the turnpike gate at the foot of the mountain, 1574 feet.

Do. of the same above Green's bridge, 947 feet.

The foregoing results were derived from a series of barometrical and thermometrical observations, made on the 17th July, 1828. The altitude of the Mountain House, as above stated, was the result of two distinct series of observations, made in going from the Catskill village to the house, and returning from the same to the village. The ascending series gave an altitude of 2225 feet, and the descending series an altitude of 2203 feet. The mean of these two extremes gives 2212 feet. This result Capt. P. considered as a very near approximation to the true altitude.

ally unfolded, at the opening of the day, it assumes rather the appearance of enchantment than a reality. It is not uncommon, at this place, to witness storms of snow and rain in their seasons, midway the mountain, while all is clear and serene on its summit. About two miles from the Hotel, are the KAATERSKILL FALLS, which take their name from the stream on which they are situated. This stream takes its rise from two small lakes, half a mile in the rear of the Hotel; and after a westerly course of a mile and a half, the waters fall perpendicularly 175 feet, and after pausing a moment on a projection of the rock, plunge again down a precipice of 85 feet more, making the whole descent of the falls 260 feet. The road to the falls is extremely rough; but this objection will hardly deter the traveller from a visit to a spot so novel and romantic.

ATHENS, five miles above Catskill, is an incorporated village, and contains about 1000 inhabitants. Its situation, on a gentle slope of land, rising gradually from the river, gives it a very favorable appearance. The vicinity of Athens to Hudson, immediately opposite, seems to forbid that importance in point of trade, its location might otherwise warrant. Athens furnishes a number of beautiful scites on the bank of the river; some of which are already occupied by the elegant mansions of private gentlemen.

The CITY OF HUDSON stands on the east side of the river, 27 miles south from Albany. The plain on which Hudson is situated rises abruptly from the river, by banks from 50 to 60 feet in height; and terminates on the east, at the foot of high lands, which overlook the city at an elevation of some hundred feet, and furnish

a prospect of the Hudson river and scenery for many miles in extent. The city contained in 1830, 5392 inhabitants, and is daily increasing in wealth, population and commerce. Claverack creek on the east, and Kinderhook creek on the north, afford every facility for mills and manufactories, in which Hudson abounds; and which have entitled it to the third rank, in manufactures, in the state. On the opposite side of the Hudson appear a number of country seats with the farm houses and cultivation in the neighborhood of Athens and Catskill, bounded by the lofty Katsberghs, rising in the back ground and mingling their rugged summits with the clouds.

COXSACKIE LANDING, where are several houses and stores, is eight miles north of Hudson. From thence to Kinderhook landing is 1 mile. Here are about 30 dwellings and a post office. The village of Kinderhook is situated 5 miles east. Five miles further north, is the village of New-Baltimore; thence to Coeymans, 2 miles—thence to Schodac village, 2 miles—thence to Castleton landing, 2 miles—thence to Albany, 8 miles.

ALBANY

Is the capital of the state of New-York, and in point of wealth, population, trade and resources, is the second city in the state, and the sixth or seventh in the Union. It is situated on the west side of the Hudson river, and near the head of tide water. It was settled in 1612; and next to Jamestown in Virginia, is the oldest settlement in the U. S. In 1614, a small fort and trading house were built by the Dutch on an island half a mile below the scite of the present city; and

soon afterwards fort Orange, where the city now stands. The place was first called Aurania; then Beverwyck, till 1625; then Fort Orange till 1647, and Williamstadt till 1664. For a long time after its foundation it was enclosed with palisadoes or pickets, as a defence against the Indians, who were then numerous and powerful in its vicinity. Its charter was granted in the year 1686, and embraced an area of 7160 acres. A great proportion of its soil is sandy and unproductive, and under no system of useful cultivation.

Though the first appearance of this city is not prepossessing to a stranger, still the taste which has been displayed in the construction of its public and private buildings—the constant din of commercial business which assails the ear of the traveller—the termination of the Erie canal and the Mohawk and Hudson rail road at this place, and many other attendant circumstances, render Albany an important and interesting spot.

The town is divided into five wards, and contains many superb and elegant buildings. The principal streets are Market, Pearl, and State streets. The two former run parallel with the river, and the latter is a spacious one, extending from the Capitol to the Hudson, nearly east and west. Besides these, there are many other steets, less considerable in extent, but populous and crowded with shops and stores.

The Capitol, which contains the legislative halls, the supreme and chancery court rooms of the state, the state library, and other apartments for public business, stands at the head of State street, on an elevation of 130 feet above the level of the river. It is a substan-

tial stone edifice, erected at an expense of $120,000. It is 115 feet in length, 90 in breadth, and 50 feet high, consisting of two stories, and a basement of 10 feet. The east front is adorned with a portico of the Ionic order, having 4 magnificent columns, 3 feet 8 inches in diameter, and 33 feet in height. In the senate and assembly chambers and in the room used for holding the court of chancery are full length portraits of Washington, of the various executives who have administered the government of the state, and of Abraham Van Vechten, Esq. an eminent counsellor at law residing in Albany. There is also in the senate chamber a good bust of Doct. Franklin.

The PUBLIC SQUARE, on the S. W. of which stands the Capitol, is arranged in the style of a park, is surrounded by a costly iron fence, and has several delightful walks and avenues.

North of the Capitol stands the ACADEMY, one of the most elegantly constructed buildings in the city. It cost about $92,000 exclusive of the lot on which it is erected, and some donations. It is built of free stone, 3 stories in height, and 90 feet in front. It is one of the most flourishing institutions in the state; has 5 teachers and about 140 students.

The CITY HALL, fronting the foot of Washington street, and near the capitol square, is a costly edifice of white marble, displaying much taste in its structure, and is ornamental to the part of the city in which it stands. The dome is gilded, and is a conspicuous object at some distance from the city.

The STATE HALL, for the offices of the secretary of state, comptroller, treasurer, surveyor-general, attorney-general, register in chancery, and clerk of the supreme court, is situated on the south side of State-street, nearly equi-distant from the Capitol and the foot of the street.

There are in this city 5 banks and 17 houses for public worship. Also a large brick building for the Lancaster school, a theatre in South Pearl street, and an arsenal in North Market street. The museum is in an elegant marble building, owned by Messrs. Thorp & Sprague, at the corner of State and North Market streets, and is one of the best in the country.

HOTELS.—The principal hotels in Albany, are the Eagle Tavern, South Market street; the Adelphi Hotel, Bement's Hotel, American Hotel, State street; Congress Hall, Capitol Square; Mansion House, City Hotel, and Temperance House, North Market street. These are all first rate establishments, elegantly furnished and well kept.

On a less expensive scale, are the Fort Orange Hotel, Columbian Hotel, Exchange Coffee House, and Montgomery Hall, South Market st.; and the Franklin House, State street.

During the sessions of the New-York Legislature, Albany is crowded with strangers, and contains much of the legal talent and learning of the state. The city is eligibly situated for trade, being the great thoroughfare for the northern and western sections of the country.

The ALBANY BASIN, where the waters of the Erie canal unite with the Hudson, consists of a part of the river

included between the shore and an artificial pier erected 80 feet in width and 4,300 feet in length. The pier contains about 8 acres, and is connected with the city by draw bridges. It is a grand and stupendous work, on which spacious and extensive stores have been erected, and where an immense quantity of lumber and other articles of trade are deposited. Its original cost was $130,000, and the different lots were sold at public auction at a considerable advance. The basin covers a surface of 32 acres.

A mineral spring was discovered in Albany a few years since, by boring through a slate rock to the depth of 500 feet. The partners in this, however, having disagreed, one of them (McCulloch, a Scotchman) commenced boring on his own account, in the same neighborhood, and at the depth of 617 feet struck upon another, much superior in its qualities. It contains a large quantity of muriate of soda, and is an active cathartic. The spring is enclosed in a handsome garden, and is a place of resort for citizens and strangers.

EXCURSIONS.

The environs of Albany are pleasant, affording many delightful walks and rides, and the adjacent cities of Troy and Schenectady, and the villages of Lansingburgh and Waterford, the Cohoes Falls, the Shaker settlement at Niskayuna, &c. furnish points for short and interesting excursions.

On the road to Troy, the first object which usually attracts the attention of the tourist is the mansion of Gen. Stephen Van Rensselaer, the patroon of the

manor of Rensselaerwick,* which stands at the northern extremity of Albany, and which is one of the most elegant situations in the United States. The munificence and liberality of its opulent and distinguished proprietor are proverbial. There are few charitable or scientific institutions in the state of which he is not a benefactor; and he has probably contributed more than any other citizen towards the fostering of agricultural and literary improvements.

The McADAMIZED ROAD between Albany and Watervliet, opposite Troy, commences at this place. It runs parallel with the Erie canal, near its western bank, is between 5 and 6 miles long, of a width sufficient for three carriages to run abreast, and is one of the most elegant roads on the continent. The vales and hills through which it passes have been sufficiently elevated or depressed to afford either a level or a very moderate inclination; so that the speed of a carriage over the whole is uninterrupted. It is the property of an incorporated company, who have expended between $90,000 and $100,000 in its construction.

Five miles from Albany is the U. S. ARSENAL, consisting of handsome brick and stone buildings, beautifully located on the western bank of the Hudson. There is here a large quantity of arms and munitions of war, with workshops for repairing them, manufacturing locks, &c. The muskets, bayonets, swords and

* This manor comprises a great portion of the counties of Albany and Rensselaer—the city and several patents excepted.

pistols are arranged with great taste and kept in fine order. Among the cannon in the yard are four 12 pounders, one 24, and one howitzer, taken at Saratoga; four 12's and one howitzer, taken at Yorktown; two long antique pieces and one eight inch mortar, taken at Stoney Point; two old French 4 pounders and 14 guns, sent by Louis XVI. to the continental congress in the revolution—all of brass, and most of them highly ornamented, with each an individual name and the inscription "ultima ratio regium." There are also three or four howitzers cast in New-York and Philadelphia in the revolution, some of the oldest specimens of this manufacture in the country, and bearing the initials U. C. for United Colonies.

Half a mile further is the village of WATERVLIET, or rather from the Arsenal to and including West Troy or Port Schuyler, is a continuous village, which has rapidly increased within a short period.

From Watervliet, there are two routes to Waterford; one leading through Troy and Lansingburgh, and the other by the Junction of the Erie and Northern canals and the Cohoes falls; one of which can be taken in going from, and the other in returning to Albany.

The Troy and Lansingburgh route.

The Hudson which is here about one fourth of a mile wide, is crossed in a horse ferry-boat from Watervliet to the

CITY OF TROY. It is bounded on the east by a range of hills rising abruptly from the alluvial plain on which the city is situated, extending to the Hudson river. In point of location and beautiful natural scenery, Troy is

exceeded by few, if any, of the towns and villages on the Hudson. The streets, running north and south, converge together at the north end of the city, and are crossed at right angles by those running east and west. The buildings are principally built of brick, and are shaded by rows of trees on each side of the streets which are preserved remarkably clean, by additions of slate and gravel, instead of pavements. The city contains three banks, seven churches, a court house, jail and market. The Episcopal church is a superb specimen of Gothic architecture, probably not exceeded in the United States. It has a venerable and imposing appearance, and needs nothing but a quantity of moss and ivy to make it the picture of one of those ancient abbeys so often to be met with in the writings of Sir Walter Scott. A large three story brick building has also been erected at the expense of the corporation, for the accommodation of the female seminary incorporated at this place. This institution is under the government of a female principal (Mrs. Willard) and several assistants, whose exertions have given it a deserved celebrity over similar institutions in the state. There are annually educated at this seminary from 60 to 80 females. The population of Troy in 1830, was 11,605.*

* A rail road is now constructing from this city to Ballston Spa, which runs parallel with the Hudson river to Mechanic's Ville, 12 miles above Troy, from whence it passes in a north westerly direction to its point of termination.

Mount Ida in the rear of Troy, is a romantic spot, affording a very extensive prospect of the Hudson river and the adjacent country.

About a mile above the city, a dam has been thrown across the river, and a lock constructed, affording a sloop navigation to the village of Waterford.

One mile and a half from Troy is the Rensselaer school, which was established by, and is under the patronage of Gen. Stsphen Van Rensselaer. It is a valuable and flourishing institution.

LANSINGBURGH, three miles from Troy, is principally built on a single street, running parallel with the river. A high hill rises abruptly behind the village, on which is seen the celebrated diamond rock, which at times emits a brilliant lustre from the reflected rays of the sun. The appearance of Lansingburgh by no means indicates a high state of prosperity, though it contains several very handsome private residences. The village has a bank, two places of public worship, and an academy. Its population in 1830, was 2663. About a mile north, a well built and handsome bridge extends across the Hudson river to the village of

WATERFORD. This village is situated at the junction of the Mohawk with the Hudson, and derives considerable importance from the navigation of small vessels, which, by means of the lock and dam below, at most seasons of the year arrive and depart to and from its docks. The village contained in 1830, a population of 1473 inhabitants. It enjoys many advantages for trade, and its importance is much increased by the

northern canal, which communicates with the Hudson river at this place.

The Junction and Cohoes route.

From Watervliet to Waterford, by the Cohoes falls, the distance is about the same as by Troy, (4 miles.) West Troy or Port Schuyler, which may be considered a continuation of Watervliet, owes its origin and growth to the Erie canal, which passes through the village, and from which there is a side cut to a basin in the river.

The JUNCTION of the Erie and Northern canals is two miles farther. Here, within the space of three quarters of a mile, are 17 locks; and the number of boats constantly passing through, present a spectacle of activity and business of a highly novel character. The locks are of the best workmanship, and are justly ranked among the most important works on the canal. About a mile farther, the Mohawk river is crossed by an excellent bridge in full view of the

COHOES FALLS, wich are a short distance above. The perpendicular fall is about 40, and including the descent above, about 70 feet. The lofty barrier of rocks which confine the course of the Mohawk—the distant roar of the cataract—the dashing of the waters as they descend in rapids beneath you—and the striking contrast of the torrent with the solitude of the scenery above, contribute to render the whole an unusual scene of sublimity and grandeur. An old tradition

states, that a chief of the Mohawks attempting to cross in his canoe, embarked too near the current of the falls to escape their descent. Finding himself unable to resist the influence of the current, which hurried him fast to the summit, with true Indian heroism, he turned his canoe into the stream, assumed his station at the helm, and with a paddle in one hand and his bottle in the other, was precipitated over the brink. It was in taking a view of these falls, about 35 years since, that the poet Moore composed one of his best fugitive pieces. Indeed, the scenery and every thing connected with this interesting spot, are calculated to afford ample subjects for the poet and painter.

Between this place and Schenectady, (noticed in a subsequent page,) the canal is carried twice across the Mohawk. The lower aqueduct, as it is called, 2½ miles from the falls, is 1188 feet long, and rests on 26 stone piers and abutments—the other aqueduct, 12 miles further, is 750 feet long, and rests on 16 piers. These works were completed at great expense, and must have required immense labor.

From the Falls to Waterford (noticed at page 143) is one mile.

VAN SCHAICK'S ISLAND is situated in the vicinity of Waterford, and is formed by the sprouts of the Mohawk river joining with the Hudson river, 9 miles north of Albany. This spot is noted for being the head quarters of the American army in 1777; from whence they marched, in September of the same year, to the decisive victory over Burgoyne, at Bemus' Heights.

The SHAKER SETTLEMENT at Niskayuna, is 8 miles north-west of Albany. A visit to these singular people is well deserving the attention of the traveller. The Shakers are the followers of Ann Lee, called by them Mother Ann, a religious enthusiast, who was born in England some time antecedent to the revolutionary war, and while yet in her youth, suffered much tribulation and deep exercises of spirit, in her conversion from the sin of this world to a state of greater perfection. She endured severe trials and much persecution, according to her own account, from her countrymen; but was afterwards favored with visions and an exhibition of miracles in her favor. Although in early life herself the wife of a poor blacksmith, the principal tenet of her creed is absolute and entire celibacy, which is defended on various spiritual grounds, and fully set forth in a work recently published by the society. In consequence of the persecutions experienced by Mother Ann in England, she came to this country and established a small society which has been followed by the establishment of others, of which this is one. Her followers regard her memory with pious veneration, and consider themselves as the only people in possession of the true light. Some of the oldest and most perfect members, it is said, pretend to "speak with tongues," heal diseases by a touch, &c. The marriage contract is dissolved on joining their society; their association is a perfect community of goods, all private property being thrown into the common stock, and they profess to banish the love of ambition, wealth and luxury from their gloomy territories.

They own at this place two thousand acres of excellent land, laid out and kept in the order, neatness and cleanliness, which always distinguish their sect. This is divided into four farms, or families, as they are called, occupied by about seventy-five persons each, of both sexes and all ages. They cultivate garden stuffs, seeds, &c. for sale, as well as every thing necessary for their own support, and they manufacture various useful and ornamental articles. These, as well as the surplus produce of the farm, are sold, and the avails deposited in one of the Albany banks until required. The division of labor which they carry into practice, every occupation being entrusted to separate members, and their economical habits, render their gains very considerable. The men work as farmers, carpenters, shoemakers, tailors, &c.; the women at weaving, spinning, washing, cooking, and in the duties of the farm, making and mending clothes, the occupations of each sex being performed in separate buildings. They also eat separately, and neither of them will sit down to a meal with what they call the "world's people." The dress of the men is the usual quaker drab, perfectly plain; that of the women grey, with white caps, all made as plain and easy as possible. They all have a peculiar walk, but especially the females, in consequence of their mode of worship, from which they derive the name of Shakers—a strange and disagreeable mode of dancing, accompanied with a monotonous song. The young members of the community are regularly taught the steps in this dance by the older ones, before they are permitted to join in public worship. It is usual before the admission of a member to all the

privileges of the society, to impose a noviciate of three months, when, if he so desires, he may leave them; if not, he is regularly admitted a member, and throws his property into the common stock.

Notwithstanding the severity of their discipline as to celibacy, it is said the harmony of their society was lately much disturbed in consequence of a "love affair." A young man and woman, both belonging to the society, in despite of the doctrines of their leader, fell from their estate of "single blessedness," and yielded to a worldly attachment. This heresy, as might be expected, produced considerable commotion. The members wrestled with the tempter, and the elders prayed for and with the victims to the dreaded enemy of the sect; but all to no purpose. They left the society and were married. It is creditable, however, to the members, that after finding their efforts to prevent this result unavailing, they sent the happy pair sufficient furniture for comfortable house-keeping, assigning as a reason that they had labored for the society, and that it was no more than justice to reward them.*

STAGES leave Albany daily for Lebanon Springs and Boston; and

STEAM BOATS leave for New-York at 7 A. M. and 4 P. M.

---

* Since the foregoing event, we are told another dereliction from the rules of Mother Ann has taken place in the society, which also resulted in marriage.

FROM ALBANY TO SARATOGA SPRINGS.

BY RAIL ROAD.*

The distance from Albany to Saratoga Springs is 36½ miles, as follows:

	Miles.		*Miles.*
From Albany to Buel's Farm,	3	Ballston Lake,	10
Schenectady,	12	Ballston Spa,	5
		Saratoga Springs,	6½

The route is by the way of the Mohawk and Hudson and the Saratoga and Schenectady rail roads, the line being continuous to Saratoga Springs, and a passage effected in about four hours. The carriages of the Mohawk and Hudson company start several times a day from the depot on the north side of State street, a little below the Capitol Square in Albany, and the trains on the Saratoga and Schenectady road are made to correspond therewith. By means of these improvements, a ride to the Springs, which was formerly tardy, and attended with clouds of dust and much fatigue and lassitude of body, now constitutes one of the greatest sources of novelty and pleasure in a visit to those celebrated fountains of health. Freed from all care or apprehension of danger, the travellar glides through a country diversified with much interesting scenery, encountering in his course, from the rapidity of the motion, a current of air sufficient to render even a sum-

---

* Since the completion of the rail roads, this is the usual route now taken from Albany to Whitehall, Montreal, &c. the distance being about the same as by the old road, and the route being performed several hours sooner.

mer's sun agreeable, and finds himself at the far-famed Saratoga, ere he is aware that it is possible he can have overcome the distance in so short a space of time.

The MOHAWK AND HUDSON RAIL ROAD, was commenced in the summer of 1830, and a single track so far completed, that passengers were conveyed over 12½ miles thereof in one year thereafter. Since then, a second track has been made, and a branch constructed from State street in Albany, which unites with the main road, about 2½ miles from the city. The main line commences on the Hudson river, about a mile south of State street, and crosses South Pearl street, under a fine stone arch of durable materials and handsome construction; from whence it passes up the hill with an inclination of one foot in eighteen until it reaches the summit, one hundred and eighty-five feet above the Hudson. At this place a building is erected which contains a double stationary engine, estimated at twelve horse power, which is used in hauling freight waggons up the plane.

The road then proceeds north-westerly up to the head of Lydius street, and passes over two heavy and high embankments, and through two or three deep cuttings near the alms-house.

From the head of Lydius street, it proceeds in a perfectly straight line, (with the exception of a small curve, which, with most people, passes unnoticed,) for 12 miles, crossing the heavy embankment called the Buel viaduct, and ascending a plane of about three miles, of one foot in 225. Afterwards ascending by two or three other planes of different points, and crossing several water-ways upon embankments, it proceeds to the

Schenectady summit. The ascent to this summit from the level of the Hudson is 335 feet. At this point, to which we have in imagination conducted our readers, a beautiful view is obtained of the Erie canal, the Mohawk river, and the city of Schenectady. A double stationary engine is placed here and may thus be described: In the cellar of a house which is built on stone foundations across the road, and on the north side, are placed the boilers. The steam is conducted into two horizontal cylinders, firmly secured, 7½ inches in diameter. The shackle bars are connected with an axle, on the extremity of which is a crown wheel, working in another at right angles, on a shaft placed vertically. This vertical shaft carries at its upper end, which is near the surface of the road and directly in its centre, a large wheel, around the circumference of which the hauling ropes pass, and run on rollers placed at regular distances down the plane. The plane overcomes a height of 115 feet, with an inclination like that near the Hudson, and running down a heavy embankment, strikes the Saratoga and Schenectady rail road and the Erie canal about half a mile from the principal street in Schenectady; but the track is prolonged upon a level to State street, opposite Davis' Hotel.

The soil through which the road passes is generally sandy. Some considerable elevations are cut through, and several ravines crossed. The slopes left by the cutting, or formed by the embankment, are mostly covered by sods. No settling of the road has taken place except to a very slight degree in some of the embankments, which is easily rectified.

With the exception of the embankments, stone blocks are principally used to support the rails, which are Norway pine, plated with iron. The blocks rest on broken stone well rammed down in trenches; and the entire workmanship of the road, which was under the direction of J. B. Jervis, Esq. as engineer, is probably not surpassed by any construction of the kind in this country or in Europe.

Passengers are carried upon this road in coaches, drawn by horses, and by locomotive engines.

A part of the coaches are built like the common post coaches, peculiar to our own country, carrying from 9 to 12 passengers; and a part are constructed somewhat similar to those used on the Manchester and Liverpool road, accommodating from 18 to 24 passengers each, divided into apartments of six or eight.

The entire cost of this road, including carriages and fixtures, has been about $900,000.

The FARM OF JESSE BUEL, Esq. is crossed by the rail road, about three miles from Albany. It consists of 80 acres, has been wholly reclaimed from commons since 1818, and is now under profitable cultivation. Mr. B.'s improvements consist in selecting the best implements adapted to his soil—in substituting fallow crops for naked fallows—in extensively and successfully cultivating the Swedish and common turnip *as a second crop*, after clover and small grains—in introducing new and valuable grasses—in the cultivation of live fences, which he has growing of the white European thorn, of the native thorn of our woods, and of the three thorned or honey locust—and in the economy and application of ordinary, and the use of new manures. His

object has been to grow only good crops, and these with the least expense. As early as 1827, he sold from 64 acres in tillage and grass, under farm culture, produce to the amount of more than $1500, exclusive of the consumption of a large family. His kitchen and flower gardens, abounding in the finest native and foreign fruits, ornamental trees, shrubs and flowers, will also be visited with interest. Upon the same farm is the

ALBANY NURSERY, which is under the management of Messrs. Buel & Wilson. It already covers 10 or 12 acres, and is extended annually, embracing not only the most choice American fruits and ornamental plants, but also the finer varieties of France, Germany, England, &c. many of which have been received from the London Horticulural Society, of which Mr. B. was elected a corresponding member in 1824. Attached to this establishment is a green house, containing an extensive collection of beautiful exotics, among which are several varieties of the splendid Cornelia or Japan rose, and other rare Asiatic plants. There are few establishments of the kind, indeed, in the country, possessing more interest, or entitling their proprietors to greater commendation.

SCHENECTADY,

Fifteen miles from Albany, and 21½ from Saratoga Springs, is situated on the Mohawk, a broad and beautiful river, which forms its northern boundary. It was burnt by the Indians in 1690, and suffered a considerable conflagration in 1819, since which event the antique appearance of the city has been much improved by the introduction of modern architecture. The principal

Hotel is kept by Mr. Davis, (formerly Givens,) in the south-east part of the city and within a few rods of the Erie canal. The building is constructed of brick, 50 feet front, and with its wings, 2 stories high, exclusive of the basement story, extends back 150 feet. The main building is 3 stories in height, besides an attic story, containing an apartment for a billiard room. From this elevated spot a view may be had of the city and its environs, of the Mohawk and of the canal for some distance, and of the rich and variegated landscape which spreads on the south and west of the city. The Hotel can accommodate 130 guests; and they receive every attention and accommodation that can contribute to their convention and amusement. UNION COLLEGE is built on an eminence, which overlooks the city and the Mohawk for a number of miles. The college consists at present of two brick edifices, but the plan includes a chapel and other buildings hereafter to be erected, in the rear, and between those already constructed. At this institution about 200 students are educated annually. The expense per annum is $130. In numbers and respectability Union College may be ranked among the most favored seminaries in our country. A handsome bridge has been constructed across the Mohawk, at the west end of the city, 997 feet in length, and is passed by the Saratoga and Schenectady Rail Road and by the stage on its route to Utica.

The city contains two banks, two printing offices, six churches, a spacious and handsome city hall, and a population of about 5000 inhabitants.

At Schenectady, stages and packet boats leave three times a day for Utica, the route to which is noticed in the subsequent pages of this work.

The SARATOGA AND SCHENECTADY RAIL ROAD commences on the north side of the Erie canal, in Schenectady, near the Mohawk and Hudson road, (with which it is connected by a bridge,) and extends across the city through an excavation about 12 feet deep, which is walled on either side, to the Mohawk bridge over the Mohawk river. A double track is made on the bridge, so that no interruption or inconvenience is experienced on the part of rail road or other passengers. From the bridge the road extends in a northerly direction over an embankment, varying from 8 to 25 feet high, across the Mohawk flats, for 3 fourths of a mile, to a sand hill, which is cut through at a depth of from 30 to 40 feet. From thence the road pursues a northeasterly direction, in full view of the Mohawk river, until it enters the valley of the Eelplace creek; when it curves and maintains a northerly course, passing along the elegant and verdant banks of the Ballston Lake, and enters the eastern part of the village of Ballston Spa, on a curvature of considerable extent. From this point the road passes in a northerly direction over the main street, on a bridge about 15 feet high, and by means of a heavy embankment, reaches the high grounds north of the village. From thence a north-easterly course is taken across the Kayaderosseras creek, over a substantial bridge, and continues in a straight line, with the exception of two slight curves, to Saratoga Springs. It enters the latter place at the south-west part of the village, and runs for a short distance nearly parallel

with the main street, when it curves up to the same on elevated ground immediately north of the United States Hotel, and in full view of the principal public establishments.

The road is about 21½ miles long, and is over a remarkably level country, not requiring the use of stationary power, and not having on any part an inclination of more than 16 feet per mile. With the exception of about 3 miles of stone blocks, near Saratoga Springs, the road is made of substantial and durable wooden materials, saving the iron rails.

The ceremony of first breaking the ground was performed at Saratoga Springs, by the Hon. C. C. CAMBRELENG, the then President of the company, on the 20th of August, 1831, on which occasion a pertinent address was delivered by the Hon. ESEK COWEN, and the work actively commenced about the 10th of September following. The grading was well advanced in the autumn, and carriages placed on the road for the conveyance of passengers on the 12th of July following. The entire cost of the road, including carriages, engines, fixtures, land, &c. was about $300,000.

The carriages are unusually elegant and spacious, and the travel has already much exceeded the public expectations. Indeed, little doubt remains of the road proving an advantageous and profitable investment to the stockholders; for besides the ordinary summer travel to the Springs, which is annually increasing, and which this road will tend very much to augment, it is likely to prove the great thoroughfare between Albany and the Canadas. One half of the distance from Albany to Whitehall on Lake Champlain, by this route is

overcome by rail road; and the distance being about the same as by the old travelled road, and the time employed in passing from one point of the other lessened by several hours, few travellers hesitate in giving it a decided preference.

BALLSTON LAKE, or Long Lake, as it is sometimes called, is 10 miles from Schenectady, the rail road passing along its verdant and elegant banks. A farm house between the lake and road, owned by Mr. Elisha Curtis, and which he contemplates fitting up for the accommodation of fishing parties, was formerly the residence of a Mr. M'Donald, the guide of Sir William Johnson, on his first visit to the mineral springs at Saratoga, in 1767. Mr. M'D. was a native of Ireland, and on his first arrival in America, settled with his brother, in 1763 on this spot, where he continued to reside until his decease, in 1823. Sir William passed some days at this house at the time of the visit above mentioned. The lake is a beautiful sheet of water 5 miles long and 1 broad. The scenery around affords a pleasing landscape of cultivation and wood lands, no less inviting to the sportsman than the soft bosom of the lake and its finny inhabitants to the amateurs of the rod.

BALLSTON SPA,

Is 5 miles farther. The village lies in the town of Milton, in the county of Saratoga; and is situated in a low valley, through the centre of which flows a branch of the Kayaderosseras, with whose waters it mingles at the east end of the village. The natural boundaries of Ballston Spa are well defined by steep and lofty hills of sand on the north and west, and by a ridge of land

which gradually slopes inward, and encircles the village on the south and east. The broad and ample Kayaderosseras, whose stream gives motion to a neighboring mill, flows on the north-east boundary of the village, and furnishes a favorite resort for the sportsman on the bosom of its waters, or for the loiterer along its verdant banks. The village was incorporated in 1807, and is under the direction of a board of trustees, who are chosen annually. It contains 150 houses, and about 1000 inhabitants. Besides the court house for the county, and the clerk's office, which are located here, there is an Episcopal and a Baptist church, two printing offices and a book-store, with which a reading room is connected for the accommodation of visitants.

Ballston Spa principally derives its celebrity from the mineral springs which flow here and at Saratoga in equal abundance. The spring first discovered in the vicinity stands on the flat, nearly opposite the boarding establishment of Mr. Aldridge. It formerly flowed out of a common barrel, sunk around it, without any other protection from the invasion of cattle, who often slacked their thirst in its fountain. Afterwards the liberality of the citizens was displayed in a marble curb and flagging, and a handsome iron railing. The curb and flagging were finally removed, leaving the railing, which still serves the purposes of ornament and protection. The spring flows now, probably, from the place where it originally issued, some feet below the surrounding surface, which has been elevated by additions of earth, for the purpose of improving the road in which it stands.

Near this spring, in boring five or six years since, a mineral fountain called the NEW WASHINGTON SPRING, was discovered at a considerable depth beneath the surface. Its qualities are somewhat similar to those of the spring last mentioned.

The SANS SOUCI SPRING is situated in the rear of the Sans Souci, and is considered the most prominent fountain in the village. According to an analysis of Doct. Steel, one gallon of the water contained the following ingredients: cloride of sodium, 143⅞ grs.; bicarbonate of soda 12½ grs.; bicarbonate of magnesia, 39 grs.; carbonate of lime, nearly 6 grs.; hydriodate of soda, 1½ grs.; silix, 1 gr. Near this fountain a large and commodious bathing house has been erected; to which, not only the waters of this, but of a number of other adjacent springs, are tributary, for the purpose of bathing. Between the springs already mentioned, there was discovered in the summer of 1817, a mineral spring, called the Washington Fountain. This latter spring rose on the margin of the creek in front of the factory building; it flowed through a curb 28 feet in length sunk to the depth of 23 feet, and was liberated at the top in the form of a beautiful *jet d'eau;* but the spring disappeared in 1821. Numerous attempts have since been made to recover it, but they have proved fruitless.

LOW'S SPRING is near the Sans Souci, and is very similar in its qualities and properties.

The PARK SPRING is in the rear of the Village Hotel, and was obtained by boring to a depth of 270 feet. A copious stream flows therefrom, tastefully displayed in a small basin, secured at the top of the tube which con-

ducts the water to the surface. The water, however, affords much less of the saline substances than either of the other springs.

The principal ingredients of these waters consist of muriate of soda, carbonate of soda, carbonate of lime, carbonate of magnesia, and carbonate of iron; all of which, in a greater or less degree, enter into the composition of the waters, both here and at Saratoga.

The principal boarding houses are the Sans Souci, Aldridge's, the Mansion House, the Village Hotel, and the Temperance House.

The SANS SOUCI, with its yards and out houses, occupies an area of some acres in the east part of the village. The plan of the building, with the extensive improvements around it, do much credit to the taste and liberality of its proprietor. The establishment was formerly the property of a Mr. Low, of New-York; from whom it passed into the hands of Mr. Loomis, its present owner, and under whose management the most entire satisfaction is given to its annual visitants. The edifice is constructed of wood, three stories high, 160 feet in length, with two wings extending back 153 feet, and is calculated for the accommodation of 130 boarders. It is surrounded by a beautiful yard, ornamented with a variety of trees and shrubbery, which, with its extensive piazzas and spacious halls, render it a delightful retreat during the oppressive heat of summer.

ALDRIDGE'S Boarding house, with which is connected an extensive garden, at the west end of the village, affords excellent accommodations, and receives a handsome patronage. Its more retired location, and the profusion of rural scenery around it, as well as

the deserved reputation of the establishment, will always determine the choice of a portion of visitants during their transient residence at the Springs.

The MANSION HOUSE, kept by Mr. Seaman, is located immediately east of the rail road bridge which crosses the main street. It is one of the best public houses in the country—is well furnished, and kept in a style highly creditable to its popular tenant.

The VILLAGE HOTEL, is in a convenient situation a few rods west of the Sans Souci. It is kept by the proprietor, Mr. Clark, and is in every respect an agreeable and pleasant boarding place.

The TEMPERANCE HOUSE, by Mr. M'Omber, is located in the east part of the village, and is a commodious and highly respectable establishment.

Mrs. M'MASTER'S is a private boarding house, situated adjacent to the spring on the flat in the west part of the village. Those who are fond of a retired situation, will be much gratified at this place, and withal will find a hospitable hostess, and very excellent accommodations, at a moderate price.

The price of board per week, at the several houses, is from $3 to $8.

Mails arrive and depart by way of the rail road, to and from Ballston Spa, every day in the week. Besides a post office at the village, there is one in the town of Ballston, about three miles distant, to which letters are frequently missent, owing to the neglect of correspondents in making the proper direction.

The reading room and library may be resorted to at all times, and for a moderate compensation. Papers are there furnished from all parts of the Union.

SARATOGA SPRINGS.

Is situated north-easterly from Ballston Spa 6½ miles, and 36½ miles from the city of Albany. The village is located on an elevated spot of ground, surrounded by a productive level country, and enjoys, if not the advantage of prospect, at least the advantage of a salubrious air and climate, contributing much to the health and benefit of its numerous visitants. The springs, so justly celebrated for their medicinal virtues, are situated on the margin of a vale, bordering the village on the east, and are a continuation of a chain of springs discovering themselves about 12 miles to the south, in the town of Ballston, and extending easterly in the form of a crescent, to the Quaker village. In the immediate vicinity are 10 or 12 springs, the principal of which are the Congress, the Hamilton, the High Rock, the Columbian, the Flat Rock, the Washington and the President. About a mile east, are found a cluster of mineral springs which go by the name of the Ten Springs.

THE CONGRESS SPRING

Is situated at the south end of the village, and is owned by Doct. John Clarke; to whose liberality the public are much indebted for the recent improvements that have been made in the grounds adjoining the fountain, for the purity in which its waters are preserv-

ed, and for an elegant colonade erected over the spring, affording a convenient promenade to visitants.

The spring was first discovered in the summer of 1792, issuing from a crevice in the rock, a few feet from its present location. Here it flowed for a number of years, until an attempt to improve the surface around it produced an accidental obstruction of its waters, which afterwards made their apperance at the place where they now flow. It is enclosed by a tube sunk into the earth to the distance of 12 or 14 feet, which secures it from the water of a stream, adjoining which it is situated.

From an analysis made by Doct. Steel, it appears that a gallon of the water contains the following substances: chloride of sodium, 385 grs.; hydriodate of soda, 3½ grs.; bicarbonate of soda, nearly 9 grs.; bicarbonate of magnesia, nearly 96 grs.; carbonate of lime, a little more than 98 grs.; carbonate of iron, upwards of 5 grs.; silix, 1 ½ grs.; carbonic acid gas, 311 cubic inches; atmospheric air, 7 do.

To this spring perhaps more than any other spot on the globe, are seen repairing in the summer mornings, before breakfast, persons of almost every grade and condition, from the most exalted to the most abject. The beautiful and the deformed—the rich and the poor—the devotee of pleasure and the invalid—all congregate here for purposes as various as are their situations in life. To one fond of witnessing the great diversity in the human character, this place affords an ample field for observation. So well, indeed, has it been improved by the little urchins who dip water at the foun-

tain, that an imposing exterior is sure to procure for its possessor their services; while individuals less richly attired, and whose physiognomy indicate a less liberal disposition, are often compelled to wait till it is more convenient to attend to their wants.

Most persons soon become fond of the water; but the effect on those who taste it for the first time is frequently unpleasant. To such, the other fountains are generally more palatable, having a less saline tase than the Congress.

The High Rock is situated on the west side of the valley, skirting the east side of the village, about half a mile north of the Congress. The rock enclosing this spring is in the shape of a cone, 9 feet in diameter at its base, and 5 feet in height. It seems to have been formed by a concretion of particles thrown up by the water, which formerly flowed over its summit through an aperture of about 12 inches diameter, regularly diverging from the top of the cone to its base. This spring was visited in the year 1767 by Sir William Johnson, but was known long before by the Indians, who were first led to it, either by accident or by the frequent haunts of beasts, attracted thither by the saline properties of the water. A building was erected near the spot previous to the revolutionary war; afterwards abandoned, and again resumed; since which the usefulness of the water has, from time to time, occasioned frequent settlements within its vicinity.

The water now rises within 2 feet of the summit, and a common notion prevails that it has found a passage through a fissure of the rock occasioned by the fall of a tree; since which event it has ceased to flow over its

brink. This opinion, however, may be doubted. It is probable that the decay of the rock, which commenced its formation on the natural surface of the earth, may have yielded to the constant motion of the water, and at length opened a passage between its decayed base and the loose earth on which it was formed. This idea is strengthened from the external appearance of the rock at its eastern base, which has already been penetrated by the implements of curiosity a number of inches.

Between the Red spring in the upper village, and the Washington in the south part of the lower village, are situated most of the other mineral springs in which this place abounds. At three of the principal springs, the Hamilton, Monroe and Washington, large and convenient bathing houses have been erected, which are the constant resort for pleasure as well as health, during the warm season.

The mineral waters both at Ballston and Saratoga are supposed to be the product of the same great labaratory, and they all possess nearly the same properties, varying only as to the quantity of the different articles held in solution. They are denominated acidulous saline and acidulous chalybeate. Of the former are the Congress, (which holds the first rank,) the Hamilton, High Rock and President, at Saratoga; and of the latter are the Columbian, Flat Rock and Washington, at Saratoga, and the Old Spring and San Souci, at Ballston. The waters contain muriate of soda, hydriodate of soda, carbonate of soda, carbonate of lime, carbonate of magnesia, oxide of iron, and some of them a minute quantity of silica and alumina. Large quantities of

carbonic acid gas are also contained in the waters, giving to them a sparkling and lively appearance. The Congress, in particular, the moment it is dipped, contains nearly one half more than its bulk of gas; a quantity unprecedented in any natural waters elsewhere discovered.

Doct. Steel, in his geological report of the county of Saratoga, published a few years since, remarks, that "the temperature of the water in all these wells is about the same, ranging from 48 to 52 degress on *Farenheit's* scale; and they suffer no sensible alteration from any variation in the temperature of the atmosphere; neither do the variations of the seasons appear to have much effect on the quantity of water produced.

"The waters are remarkably limpid, and when first dipped sparkle with all the life of good champaigne. The saline waters bear bottling very well, particularly the Congress, immense quantities of which are put up in this way, and transported to various parts of the world; not, however, without a considerable loss of its gaseous property, which renders its taste much more insipid than when drank at the well. The chalybeate water is likewise put up in bottels for transportation, but a very trifling loss of its gas produces an immediate precipitation of its iron; and hence this water, when it has been bottled for some time, frequently becomes turbid, and finally loses every trace of iron; this substance fixing itself to the walls of the bottle.

"The most prominent and perceptible effects of these waters, when taken into the stomach, are *cathartic*, *diuretic* and *tonic*. They are much used in a great

variety of complaints; but the diseases in which they are most efficacious are jaundice and billious affections generally, dyspepsia, habitual costiveness, hypochondrical complaints, depraved appetite, calculous and enphritic complaints, phagedenic or ill-conditioned ulcers, cutaneous eruptions, chronic rheumatism, some species or states of gout, some species of dropsy, scrofula, paralysis, scorbutic affections and old scorbutic ulcers, amenorrhea, dysmenorrhea and clorosis. In phthisis, and indeed all other pulmonary affections arising from primary diseases of the lungs, the waters are manifestly injurious, and evidently tend to increase the violence of the disease.

"Much interest has been excited on the subject of the source of these singular waters; but no researches have as yet unfolded the mystery. The large proportion of common salt found among their constituent properties may be accounted for without much difficulty—all the salt springs of Europe, as well as those of America, being found in geological situations exactly corresponding to these; but the production of the unexampled quantity of carbonic acid gas, the medium through which the other articles are held in solution, is yet, and probably will remain a subject of mere speculation. The low and regular temperature of the water seems to forbid the idea that it is the effect of subterranean heat, as many have supposed, and the total absence of any mineral acid, excepting the muriatic, which is combined with soda, does away the possibility of its be-

ing the effect of any combination of that kind. Its production is therefore truly unaccountable."*

In addition to the springs already enumerated, a valuable SULPHUR SPRING was discovered a few years since in the vicinity of the Hamilton Spring, in the rear of the Congress Hall. It rises from a depth of about twenty feet, in a tube of about 4 feet in diameter, and affords an ample supply of water for the bathing establishment with which it is connected. It has already proved highly efficacious in many cases of salt rheum, scrofula and

---

* An analysis of the waters of this place and at Ballston Spa was made and published by Doct. Steel, some years since, and has received the sanction of the most scientific men in this country and in Europe; since which he has prepared and published an entire new work, embracing not only an analysis of the various springs and directions for their use in the numerous diseases in which they have proved beneficial, but also a full and interesting history of their discovery, and of the rise and progress of the villages in which they are located. The literary attainments of Doct. S. and his great experience from a long residence at this place, have enabled him to render this work far superior to any thing of the kind which has appeared. It ought also to be remarked, that no invalid should attempt the use of these waters without the direction of a physician well acquainted with their properties. A contrary course, under the too prevalent and erroneous impression that they may be drank in all complaints, in any quantity, and at all hours of the day, has been attended in many instances with deleterious and sometimes with fatal consequences. There can be no doubt of their great efficacy in most complaints, when properly used; yet ill-timed and too copious draughts not only fail of removing complaints, but frequently engender them.

other cutaneous eruptions; and were it generally known, would undoubtedly be resorted to more frequently by persons afflicted with these complaints.

The boarding establishments of the first class at Saratoga Springs are the Congress Hall and Union Hall at the south end of the village, the Pavilion at the north, and the United States Hotel in a central situation between them. Besides these, there are a number of other boarding houses on a less extensive scale, the most noted of which are Montgomery Hall and the York House in the south part, and the Columbian Hotel and Washington Hall, in the north part of the village; Prospect Hall, also kept by by Mr. Benjamin R. Putnam, is beautifully located about one mile north west of the village, and is a very respectable establishment.

The CONGRESS HALL, kept by Messrs. J. & J. R. Westcot, is situated within a few rods of the Congress spring, to which a handsome walk shaded with trees, has been constructed for the convenience of guests. The space in front of the building is occupied by three apartments, each of which is enclosed by a railing, terminating at the front entrances of the piazza, and each used as a flower garden. The edifice is 200 feet in length, 3 stories high, besides an attic, and has two wings extending back, one 60, and the other about 100 feet. In front of the hall is a spacious piazza, extending the whole length of the building, 20 feet in width, with a canopy from the roof, supported by 17 massy columns, each of which is gracefully entwined with woodbine. There is also a back piazza, which opens upon a beautiful garden annexed to the establishment,

and a small grove of pines, affording both fragrance and shade to their loitering guests. The Congress Hall can accommodate from 250 to 300 visitants, and is justly ranked among the most elegant establishments in the union.

The UNITED STATES HOTEL, kept by Mr. James M. Marvin, with its gardens and out buildings, occupies a space in the centre of the village of about five acres. The main building is composed of brick, 125 feet long and 34 wide. It is four stories high, and has a wing extending west 60 feet, three stories high. A building 34 by 60, appropriated to drawing and lodging rooms, has also been added on the south, and is connected with the main edifice by broad piazzas in front and rear, extending the whole length of both buildings. The ground in the rear and south of the hotel is handsomely laid out into walks, terminating on the west in a garden belonging to the establishment, and the whole is tastefully ornamented with trees and shrubbery. The front of the edifice is enclosed by a delicate circular railing into 3 apartments, each containing a choice variety of flowers and shrubs, and shaded by a row of forest trees extending the whole length of the building. The hotel is situated equally distant between the Congress and Flat Rock springs, and commands a view of the whole village, and from its fourth story a distinct view is had of the surrounding country for a number of miles. This establishment can accommodate nearly 250 visitants, and is one of the largest and most splendid edifices in the United States.

The PAVILION kept by Messrs. Ford and Warren, is situated in a pleasant part of the village, immediately in front of the Flat Rock spring. The building is constructed of wood, 136 feet in length, with a wing extending back from the centre of the main building, 80 feet, and another, (which has been recently added) extending along Church street, of 200 feet, affording numerous private parlours, communicating with lodging rooms, for the convenience of families. The main building is 2 1-2 stories high, with the addition of an attic, which, with the handsome portico in front, sustained by delicate colonades, renders it, in beauty and proportion, one of the finest models of architecture this country can produce. The large rooms of the Pavilion are so constructed that by means of folding doors the whole of the lower apartments may be thrown into one—an advantage which gives much additional interest to the promenade and cotillion parties, which frequently assemble on this extensive area. A large garden, to which is added a fish pond, is connected with the establishment. The Pavilion is calculated for the accommodation of about 250 visitants.

The UNION HALL is one of the earliest and most respectable establishments in the vicinity, and is situated directly opposite the Congress Hall. It has, within a few years, been much improved in its appearance, and enlarged by considerable additions to the main building. It now presents an elegant front, 120 feet in length, 3 stories high, with two wings extending west 60 feet. It is ornamented in front by 10 columns, which rise to nearly the height of the building, and sup-

port the roof of a spacious piazza. A garden in the rear of the building, together with a beautiful flower garden on the north opening to the main street, are among the varieties which contribute to the pleasantness of the establishment. It is now kept by Mr. W. Putnam, a son of the original proprietor, and ranks in point of elegance and respectability with the most favored establishments in the vicinity.

The COLUMBIAN HOTEL, stands a few yards south of the Pavilion. Annexed to the establishment is a handsome garden, lying on three sides of the building, which adds much to the beauty and advantage it enjoys in point of natural location. The well known reputation of this establishment, as well as its pleasant situation, in the vicinity of one of the principal fountains, will always ensure it a full share of patronage.

The WASHINGTON HALL, owned and kept by Mr. I. Taylor, is beautifully located at the north part of the village; and is patronized by strangers who do not wish to mingle in the pleasures of the larger establishments.

The price of board per week at the respective houses, is from $3 to $10.

The READING ROOMS. There is in the village a printing office and bookstore, with which is connected a reading room, a mineralogical room and a library, under the superintendance of the same proprietor. These rooms, a few doors north of the U. S. Hotel, are contained in the same building with the library and bookstore, but have their separate apartments. That appropriated for the reading room, is large and airy. It is ornamented with a variety of maps and charts, and

is furnished by the daily mails with abont 100 papers, from different parts of the United States and from the Canadas, besides several periodical publications. The mineralogical apartment is on the second story, to which stairs lead from the reading room. This apartment contains specimens of all the minerals discovered in this vicinity, together with a variety from different parts of the union, and from Europe. They are very handsomely arranged in glass cases, have been much augmented of late by Dr. J. H. Steel, of this place, to whom the proprietor is principally indebted for their collection and arrangement. An apartment adjoining the reading room, contains a library of about 2000 volumes, which are well selected, and receive constant additions from the most fashionable productions of the day. There is also kept at the rooms a register of the names of visitants at the Springs, their residence and places of board. The names thus entered frequently number from 6 to 8000 in the course of the season.

These rooms afford a pleasant retreat from the noise and bustle of the boarding establishments, and are much frequented by ladies and gentlemen of taste and fashion. The terms are reasonable and are scarcely an equivalent, considering the extent and usefulness of the institution.

The mail arrives at the Springs every day by the rail road, in from 16 to 18 hours from New-York, and leaves every morning at 9 for Albany, intersecting with the Boston mail at that place. Strangers should be apprized that a post office is established in the town of Saratoga, about 12 miles distant, to which letters in-

tended for the Springs are often missent, in consequence of their mis-direction.

At both the villages of Ballston and Saratoga Springs, there are always sufficient objects of amusement to render the transient residence of their summer guests pleasant and agreeable. Those whose taste is not gratified at the billiard rooms, which are annexed to most of the boarding establishments, can always enjoy a mental recreation at the reading rooms; a ride on the rail road, carriages for which leave both villages several times a day; or a short excursion in the neighborhood, where sufficient beauty and novelty of scenery are always presented to render it interesting. The amusements of the day are usually crowned with a ball or promenade. The respective apartments appropriated for these occasions are calculated to accommodate from 150 to 200 guests; but they often contain a much greater number.

The spacious areas of the cotillion rooms are between 80 and 90 feet in length, and when enlivened by the associated beauty and gaiety resorting to the springs, present a scene of novelty and fascination seldom equalled.

About two miles east from Saratoga Springs there is also a small fish pond, situated on the farm of a Mr. Barhyte. Parties often resort thither, as well to enjoy the amusements of fishing as to partake of a repast on trout, the proprietor reserving to himself the exclusive privilege of serving them up. Still farther east, about four miles from the Springs, is situated

SARATOGA LAKE. This lake is 9 miles long and 3 broad. A resort is constantly kept up at Green's and

at Riley's, on the western margin of the lake, the former about four and the latter about six miles distant from Saratoga Springs, and the same distance from Ballston Spa. The visitants at both villages frequently resort thither, to enjoy the advantages of air and prospect during the months of July and August. Sail boats are here fitted up for the accommodation of parties of pleasure, and implements for fishing are always in readiness for those who take pleasure in this fashionable diversion. The western shores of this lake are accessible but in a few places, in consequence of the adjacent marshes; on the east side the land is more elevated, and presents a fine prospect of farms under good improvement. Besides a variety of excellent fish, considerable wild game is found on the lake and marshes and along its borders. This lake is supplied with water from the Kayaderosseras creek, which, taking its rise about 20 miles in a northwest direction, and receiving in its course a number of tributary streams, flows into the lake on the west side. Fish creek forms its outlet, through which the waters of the lake are communicated to the Hudson river about 8 miles distant, in an easterly direction. This creek empties into the Hudson river at Schuyler-Ville, noticed at p. 178.

BEMUS' HEIGHTS, rendered memorable as the spot on which the British army under Gen. Burgoyne was defeated, in the revolutionary contest, are about 8 miles in a south-eastwardly direction from Green's on the Saratoga Lake. The battle ground is about two miles west of the Hudson river; and though without much to attract in its location or surrounding scenery, will nevertheless at all times prove interesting from its as-

sociation with events which greatly contributed to the establishment of American independence.

The two actions which preceded the surrender of the British army were fought on the 19th of September, 1777, and on the 17th of October following. On the morning of the 8th, the American army marched into the British camp, which had been deserted the evening previous. The enemy continued to retreat till they had reached the height beyond the Fish creek, where they encamped on the 10th. Finding his retreat cut off by a party of troops, who had taken possession in his rear, and his advance impeded by superior numbers, General Burgoyne accepted the terms of capitulation, proposed by General Gates, and surrendered his whole army to the American forces, on the 17th October, 1777. The surrender took place at Fort Hardy, where the British stacked their arms, and were permitted to march out with the honors of war. This fortunate event was followed by a succession of brilliant achievements, and finally led to the surrender of Lord Cornwallis, which terminated the struggle of the revolution, after a period of nearly 8 years from its commencement.

FREEMAN'S FARM, on which the principal actions were fought, is immediately east of the main road running north and south, a road passing directly across it to the Hudson river in an eastwardly direction. In a meadow adjoining the first mentioned road, about ten rods south of a blacksmith's shop, and near the fence, is the spot where Gen. Frazer fell.* A large bass-wood

* Gen. Frazer was second in command to Gen. Burgoyne, and died on the 8th of October, 1777, from wounds received in battle the day previous.

tree marked the place for a time; but having been cut down, several sprouts which have sprung up from the parent stock, now designate the spot. A few rods directly south of this, on a slight eminence, is shown the place where Col. Cilley sat a-straddle of a brass twelve pounder, exulting in its capture; and about half a mile still farther south is shown the house, still standing, which was used by Gen. Gates as his head-quarters.

In proceeding to the river, the hill on which General Frazer is buried is pointed out, about a mile and a half east af the battle ground, and 20 rods north of the road. His remains were deposited at his request, within a redoubt on the top of this hill. The redoubt, which is of an oblong form, from 100 to 150 feet in diameter, is still perfectly visible; and the spot of Gen. Frazer's interment is near the centre. The British government, a few years since employed an agent to erect a monument to his memory; but proving faithless, he appropriated the money with which he was entrusted to his own use, and returned without effecting the object of his mission, pretending his inability to discover the spot in question. It therefore continues undistinguished by a monument, or even a stone, to mark the place where repose the remains of this gallant warrior.

SMITH'S HOUSE, in which General Frazer died, and which, at that time, stood near the foot of this hill, has been removed about 80 rods in a north-eastwardly direction to the turnpike. It is a low old fashioned Dutch building, with the gable end to the river, painted yellow—the sides red, and shingle roof. The entrance is towards the river, under an old dilapidated portico—and the whole bears the marks of antiqui-

ty—the only addition to it being a small out house. The room in which Gen. Frazer died is directly in front, and has undergone no material change since that period.

Eight miles north of this, on the turnpike, is the village of

SCHUYLER-VILLE, noted as the residence of the late Gen. Schuyler, and still more so as the place where Gen. Burgoyne surrendered to the American army in October, 1777.

The ground on which the surrender took place, was in a vale nearly east, and in plain view of the stage house on the turnpike in Schuyler-Ville, and still exhibits the remains of an entrenchment called Fort Hardy. About 40 rods in a south-east direction, at the mouth of Fish creek, is the scite of Fort Schuyler. The arms of the British were stacked in the vale in front of Fort Hardy, and from thence they were marched to the high grounds a little west of the village, and admitted to parol as prisoners of war. At the southern extremity of the vale is a basin for the northern canal, which passes through this place. About half a mile south of the basin stands the house of Philip Schuyler, Esq. located near the spot where once stood the mansion of his grandfather, the intrepid Gen. Schuyler, which, with other buildings, were burnt by the British army, on their retreat from the battle of the 7th.

The village contains 80 or 90 houses, and an extensive cotton factory and machine shop, owned by Mr. Schuyler.

FORT-EDWARD is 12 miles north of Schuyler-Ville. It is not on the usual route of travellers from the

Springs to Lake George; but being a short distance only from Sandy-Hill, it may be easily visited. The fort, once situated where the village now stands, has long since been demolished; though its former location is easily traced in the mounds of earth which are still visible. About 100 rods north of the village is a dam across the Hudson river, 27 feet high and 900 feet long, supplying with water a feeder to the Northern canal. The cost of this dam was $30,000. There is also a permanent bridge across the river a short distance below.

One mile north of Fort-Edward, on the west side of the road, the traveller is shown a large pine tree, with a spring near its foot, memorable as the spot where Miss M'Crea was murdered by the Indians during the revolutionary war. She was betrothed to a Mr. Jones, an American refugee, who was in Burgoyne's army. Anxious for a union with his intended bride, he dispatched a party of Indians to escort her to the British camp. Against the remonstrance of her friends, she committed herself to the charge of these Indians. She was placed on horseback, and accompanied her guides to the spring in question, where they were met by another party sent on the same errand. An altercation ensued between them as to the promised reward, (which was a barrel of rum,) and while thus engaged, they were attacked by the whites. At the close of the conflict, the unhappy young woman was found a short distance from the spring, tomahawked and scalped. There is a tradition that her scalp was divided by the respective parties, and carried to her agonized lover. He is said to have survived the shock but a short time; and to have died

of a broken heart. The name of Miss M'Crea is inscribed on the tree, with the date 1777. Her remains were disinterred a few years since, and deposited in the church-yard at Sandy Hill.

SANDY HILL is two miles from Fort Edward, on the route from Saratoga Springs to Lake George. It is situated on the margin of the Hudson river, immediately above Baker's Falls, about 18 miles from the Springs. A wooden bridge extends across the river at this place, from which the road leads up a precipitous ascent, on the summit of which the village is situated. The streets are laid out in the form of a triangle. In the centre is an open area, surrounded by handsomely constructed stores and dwellings. The village contains upwards of 100 houses, and about 500 inhabitants. The courts of the county are held alternately here and at Salem.

GLEN'S FALLS, a village of about the same size of Sandy Hill, is 3 miles further up the Hudson river, on the direct route to Lake George. At this place are the celebrated falls from which the village takes its name. These are situated about ¼ of a mile south of the village, near a permanent bridge, extending partly over the falls, and from which the best view of them may be had. The falls are formed by the waters of the Hudson, which flow in one sheet over the brink of the precipice, but are immediately divided by the rocks into three channels. The height of the falls is ascertained, by measurement, to be 63 feet; though the water flows in an angular descent of 4 or 500 feet. Some rods be-

low the falls, is a long cave in the rocks, extending from one channel to the other. On its walls are inscribed a variety of names of former guests, who have thought proper to pay this customary tribute. The rocks, which are at some seasons covered with water, but at others entirely dry, are chequered with small indentations, and in many places considerable chasms are formed, probably by pebbles kept in motion by the falling water. It is very evident that these falls, like those of Niagara, were once a considerable distance lower down the river—the banks below being composed of shelving rocks, from 30 to 70 feet perpendicular height. On the north side of the river is a navigable feeder, communicating with the Champlain canal. It commences nearly two miles above the falls; and with the exception of about a quarter of a mile, which appears to have been cut out of a shelving rock, runs along a ravine east of Sandy-Hill; and intersects the main canal some distance below.*

---

* JESSUP'S FALLS, which are about 10 miles above Glen's Falls on the Hudson, are worthy the attention of travellers. The whole scenery is highly romantic and picturesque, and the descent of the falls, which are perpendicular, and embrace the whole river in an entire sheet, is nearly 100 feet. Five miles farther north are the HADLEY FALLS, which are a succession of pitches over a rocky and uneven bed. The whole descent, commencing at the upper fall, is between 80 and 100 feet. Over the lower fall a permanent bridge, about 50 feet from the water, is erected. The river is here contracted to a very narrow space, within lofty rocky embankments, between which the water rushes with great force and wildness into the basin below, uniting with

Conveyances from Sandy-Hill, *via* Glen's Falls, to Lake George, may at all times be procured, for the moderate fare of one dollar. From Glen's Falls to the Lake the distance is 9 miles over an indifferent road, affording little other variety than mountains and forests, with here and there a rustic hamlet. Within 3½ miles of Lake George on the right hand, and a short distance from the road, is pointed out the rock, at the foot of which Col. Williams was massacred by the Indians, during the French war. At the distance of half a mile farther, on the same side of the road, is the "*Bloody Pond*," so called from its waters having been crimsoned with the blood of the slain who fell in its vicinity, during a severe engagement in 1755. It is said, that skulls are found in the neighborhood of this pond, and that numerous others may be taken from the bottom. Three miles farther is situated the village of

CALDWELL, on the south western margin of the lake. This village contains a number of neat little buildings, and about 300 inhabitants. The Lake George Coffee-

---

the Sacondaga river, a large and rapid stream, which rises about 60 miles at the north-west. Both of these rivers abound with trout and other fish, affording ample employment for those who are fond of angling. The country here is extremely rugged and mountainous, and presents but little appearance of cultivation.

Travellers designing to visit these places, will find it the most convenient to take a carriage at Saratoga Springs, from which to Jessup's Falls is 14 miles, and to Hadley Falls 5 miles further. The route is over a good road, and, including a visit of two or three hours, may be easily performed (going and returning) in a day.

House is fitted up in good style, and can accommodate from 80 to 100 visitants. There are here, also, a post-office, a church, and a court house. The village is bordered on the east by a range of hills, to the highest of which, called Prospect Hill, a road has been made, and though difficult of ascent, the toil is richly compensated in the diversified and extensive prospect afforded from its summit.

LAKE GEORGE

Is situated but a short day's ride from the village of Saratoga Springs, (27 miles,) from whence an excursion to the Lake is considered as a matter of course. Indeed, there are few places where a greater variety of inducements attract the stranger than at Lake George. Besides the interest which is excited from an association of many important historic events, this place is rendered peculiarly interesting from the unrivalled exhibition of the beautiful and romantic scenery presented by the lake and its environs. At the village of Caldwell the lake is about one mile in width, but it generally varies from ½ of a mile to 4 miles. The whole length is 36 miles. The waters are discharged into Lake Champlain, at Ticonderoga, by an outlet which, in the distance of 2 miles, falls 180 feet.

Lake George is remarkable for the transparency of its waters. They are generally very deep, but at an ordinary depth the clean gravelly bottom is distinctly visible. The great variety of excellent fish which are caught here, renders it a favorite resort for those who are fond of angling. The salmon trout is caught in

abundance, weighing from 12 to 20 pounds. The lake is interspersed with a great number of small islands, the principal of which, Diamond Island, once containing a military fortification, and Tea Island, on which is a summer house erected for the amusement of parties of pleasure, are visible from the head of the lake. The whole number of islands is said to equal the number of days in the year.

The scenery on the borders of the lake is generally mountainous. With the exception of some intervals, checkered with fruitful cultivation, the land recedes from the lake with a gentle acclivity, for a few rods, and then, with a bolder ascent, to an elevation of from 500 to 1500 feet. The best view of the lake and its environs is had from the southern extremity, near the remains of old Fort George,* from whence the prospect embraces the village of Caldwell and the numerous little islands rising from the calm bosom of the lake, whose waters are beautifully contrasted with the parallel ridges of craggy mountains, through an extent of nearly fourteen miles. Near the southern shore of the lake are the ruins of an old fortification, called

FORT WILLIAM HENRY. Vestiges of the walls and out-works are still to be seen. Previous to its construction, the scite of the fort was occupied by the English army under the command of Sir William John-

* A very good prospect is also obtained from the top of the Lake George House; but one far better from Prospect Hill, previously mentioned.

son, who was making preparations for an attack upon Crown Point. Before any movement was made by Sir William, the French army, under the command of Baron Dieskau, marched from Ticonderoga for Fort Edward, but afterwards changing his purpose, he was proceeding to the head of the lake, when he unexpectedly fell in with a party of the English, who had been detached by Sir William for the relief of Fort Edward. A severe battle ensued, in which the English were defeated, and compelled hastily to retire from the field. They were pursued into their intrenchments by the French army, who commenced a furious assault upon the English camp, but were repulsed with great slaughter. The discomfitted Baron, on his retreat from this unsuccessful attack, was a third time engaged by a party of English, who had been despatched by the garrison at Fort Edward, to succor Sir William Johnson, and totally defeated. These three several engagements took place on the same day, the 6th September, 1755, in the vicinity of Bloody Pond, into which the bodies of the slain were afterwards thrown. In 1757, Fort William Henry contained a garrison of 3,000 men, under the command of Col. Munroe. The Marquis de Montcalm, after three attempts to besiege the fort in form, reinforced his army to about 10,000 men, and summoned Col. Munroe to surrender. This summons being refused, Montcalm, after a furious assault, obliged the English to capitulate. The terms of the capitulation though honorable to the English, were shamefully violated by the Indians attached to the French army, who massacred the whole garrison, except a small remnant who made their escape to Fort Edward. The fort was

razed to the ground by Montcalm, and was never afterwards rebuilt. This spot was the scene of embarkation of General Abercrombie, who, in 1758, descended the lake with an army of 15,000 men, for an attack on Ticonderoga. About 80 rods farther south, on a commanding eminence, are situated the vestiges of old FORT GEORGE. This fort, though not distinguished by any event of importance, yet in connexion with the history of Lake George, imparts an interest which a stranger will readily embrace in a visit to its mouldering ruins. A part of the walls, which were originally built of stone, are still visible, from 30 to 40 feet in height. This fort was the depot for the stores of General Burgoyne, for some time during the revolutionary war.

The steam-boat Mountaineer usually performs a daily trip on Lake George so as to intersect the boats running on Lake Champlain; leaving Caldwell in the morning, and returning at evening. The length of the Lake, on which the boat runs, is 36 miles—fare $2. From the steam-boat landing to Ticonderoga is a distance of 3 miles; for which a conveyance is provided, going and returning, for 50 cents each way. Refreshments are provided at a tavern, half a mile from the landing, after which parties usually proceed to the Fort, and return to the tavern the same evening, from whence they may take the boat on its return the next day to Caldwell.

The PASSAGE OF LAKE GEORGE cannot fail to impart a great degree of interest, even to the most indifferent observer. The Lake is interspersed with a great variety of islands, some of which are very small, but yet serve the purpose of diversifying the prospect. The

smooth, green surface of the water is strikingly contrasted with the bold and rugged shores of the Lake, which vary their distance from ¼ of a mile to 4 miles in width, and occasionally rise to 1,500 feet in height. These circumstances added to the numerous historical associations which are continually suggested to the mind, and to the animation which a fair day and prosperous passage are calculated to impart, serve to create impressions which must always be remembered with peculiar satisfaction.

Ten miles from Caldwell, down the Lake, are a range of mountains possessed by a celebrated hunter of the name of Phelps, as a DEER PASTURE. In the spring, when the vegetation of the previous year is sufficiently dry, he sets fire to the mountains. Subsequently, green and tender herbs spring forth, and induce droves of deer to resort thither in quest of food; by which means the hunter succeeds in killing hundreds annually. On the opposite side of the lake, at a very considerable elevation, is the residence of a wealthy farmer of Bolton. Two miles further is TWELVE MILE ISLAND, being that distance from Caldwell. It is of a circular form, of about 20 acres, situated in the centre of the lake, and is elevated 30 or 40 feet above the water. From thence one mile, on the north-west side of the lake, is

TONGUE MOUNTAIN, with WEST BAY on its west side 1½ miles wide, and extending in a northerly direction 6 miles. What are called the Narrows commence here, and continue for 6 or 7 miles, being ¼ of a mile wide

and very deep. A line 500 feet long has been used in sounding without reaching bottom.

Black Mountain, 18 miles from the head of the Lake, is situated on the east side, and has been ascertained, by admeasurement, to be 2,200 feet in height. Opposite to Black Mountain, near the western shore, is

Half Way Island. A short distance north of this is some of the finest mountain scenery on the continent. The mountains exhibit an undulating appearance, are thickly studded with pines and firs, and interspersed with deep and almost impenetrable caverns.

Sabbath-Day Point, 24 miles from Caldwell, is a projection of the main land into the Lake from the west side. It is a place on which the English troops landed on the Sabbath during the French war, and is the spot on which a sanguinary battle was fought with the Indians. The English, with no chance of retreat, were all killed. From thence, 3 miles, is a small island called the Scotch Bonnet. Three miles further on the west shore of the lake, is a little hamlet called by the inhabitants the city of Hague, containing only two or three dwellings, and as many saw mills. The lake is here 4 miles wide, being its greatest width. From this place to

Roger's Slide is 3 miles. This is celebrated as the spot where Col. Rogers escaped from the Indians during the French war. The descent is an angle of about 25 degrees, over a tolerably smooth rock, 200 feet in height. The Col. who had been a great foe to the Indians, was nearly surrounded by them on the top of the mountain, and found no other means of escape than to slide down this precipice. It being winter, and

having snow shoes on his feet, he landed safely on the ice. The Indians afterwards saw him; but supposing that no human being could have made the descent, and that he must, of course, be supernatural, they concluded it not only useless, but dangerous to follow him.

ANTHONY'S NOSE, so called from its singular shape, is a high rock, nearly opposite to Roger's Slide. The shores here are bold and contracted, and exhibit massive rocks, which are from 50 to 100 feet in height. From thence to

PRISONER'S ISLAND, is two miles, a spot where prisoners were confined during the French war; and directly west of this is LORD HOWE'S POINT, so called from being the place where Lord Howe landed immediately previous to the battle in which he was killed at Ticonderoga. He was a brother of the late Lord Howe, who commanded the British forces at Philadelphia during the revolutionary war. The water here, from a deep green, assumes a lighter color, owing to a clayey bottom. From thence to the outlet of the lake, which terminates the steam-boat passage, is one mile. Three miles further, over a circuitous and uneven road, in an easterly direction, is the fort and ruins of

TICONDEROGA. The point projects between the lake on one side, which here suddenly expands to the west, and the creek on the other side, which unites the waters of lakes George and Champlain. On the opposite side of the latter lake, in a south east direction, stands Mount Independence. Mount Defiance, 720 feet in height, is situated across the creek directly west of the Fort. This height was occupied by the artillery of General Burgoyne in 1777, when the Americans

were compelled to evacuate Ticonderoga. The fortress of Ticonderoga was first constructed by the French in 1756. The works appear to have been very strong, are elevated about 200 feet above the level of lake Champlain, and many of the walls are still standing. The magazine is nearly entire. It is 35 feet long, 15 feet wide, and 8 feet high, constructed under ground, of stone, and arched. A subterraneous passage leads from the southwest corner of the works to the lake, 20 or 30 rods in length. Through this passage Col. Ethan Allen passed when he took possession of the fort "*in the name of the Great Jehovah, and the Continental Congress.*" The remains of another fortification, built during the revolutionary war, are still to be seen about 60 rods farther south on the point adjoining the lake. The walls next to the lake are nearly 60 feet in height.

In 1758 Ticonderoga was attacked by General Abercrombie, who was repulsed with the loss of 2,000 men. On the approach of Gen. Amherst, in 1759, it was quietly abandoned by the French, as was also Crown Point. It continued in possession of the British until the year 1775, when it was taken by Col. Allen. On evacuating the fort in 1777, Gen. St. Clair ordered a detachment to accompany the American stores and baggage to Whitehall, where they were pursued by Gen. Burgoyne and from thence to Fort Ann. At the latter place a smart skirmish ensued between the two parties, in which the British sustained a considerable loss. The main army retired from Ticonderoga to Hubbardton, where a party consisting of about 1,000 under Col.

Warner, were overtaken by the British advanced guard, and after a severe action abandoned the field to superior numbers. From thence they joined General Schuyler at Fort Edward on the 12th July, 1777.

From Ticonderoga, travellers may be conveyed across the lake to Larrabee's, in Shoreham, Vermont, a distance of one mile, where those designing a tour to Montreal and Quebec, may take passage in a Champlain steam-boat, for St. John's. The boat arrives at Larrabee's towards evening, and the passage from thence to Plattsburgh, with the exception of about 15 miles to Crown Point, is generally in the night. At present the most usual arrangements of the tourist are, after visiting Lake George and Ticonderoga, to return to the Springs, and from thence to proceed by the rail road to Schenectady, where a post coach or packet boat can be taken three times a day for Niagara.

EXCURSION TO THE WEST.

Travellers who design to visit Niagara and return without proceeding down Lake Ontario to Montreal, will find an excursion the most pleasant and diversified by travelling in stages and canal boats alternately. The stage route affords a better prospect of the populous parts of the country; but is generally so far from the canal, that no opportunity is given of witnessing many of the thriving villages on its banks. It is therefore advisable so to arrange a tour that the most interesting parts of both routes may be seen in going and returning. To effect this, a packet boat may be taken at Schenectady at evening, which will pass Little Falls

the next morning, affording the tourist an interesting view of the scenery and aqueduct at that place, and reach Utica in the afternoon. The next morning a stage can be taken for Rochester, via Auburn, reaching the former place at evening of the second day; from whence a packet boat leaves every morning reaching Lockport at daylight the next morning. Here a stage may be taken for the Falls, 20 miles distant, or the passage, by canal, continued to Buffalo. But a better method, undoubtedly, if the fatigue of land travelling should not prevent, is, to continue on the stage route from Utica direct to Buffalo, by way of Auburn, Geneva, Canandaigua and Batavia; and return by canal from Lockport to Utica, stopping at least a day at each of the thriving villages of Rochester and Syracuse; where objects of sufficient attraction will be found to warrant even a protracted visit.

That tourists may be the better enabled to gratify their taste as to the mode of travelling, we subjoin a sketch of the stage and canal routes, disconnected, premising that a change from one to the other may be easily effected at various points.

FROM SARATOGA SPRINGS TO BUFFALO.

RAIL ROAD AND STAGE ROUTE.

	Distance from place to place.	Saratoga Sp.	Schenectady.	Utica.	Auburn.	Buffalo.
Saratoga Springs,	0	0	21	97	172	300
Ballston Spa,	6½	6½	14½	90½	165½	293½
Schenectady,	14½	21½	0	76	151	279
Amsterdam,	16	37	16	60	135	263
Schoharie Creek,	7	44	23	53	128	256
Caughnawaga,	4	48	27	49	124	252
Palatine	12	60	39	37	112	240
Fort Plain,	3	63	42	34	109	237
East Canada Creek,	4	67	46	30	105	233
Little Falls,	7	74	53	23	98	226
Herkimer,	8	82	61	15	90	218
Frankfort,	6	88	67	9	84	212
Utica,	9	97	76	0	75	203
New Hartford,	4	101	80	4	71	199
Manchester,	5	106	85	9	66	194
Vernon,	8	114	93	17	58	186
Oneida Castle,	5	119	98	22	53	181
Lenox,	3	122	101	25	50	178
Quality Hill,	3	125	104	28	47	175
Chitteningo,	5	130	109	33	42	170
Manlius,	8	138	117	41	34	162
Jamesville,	6	144	123	47	28	156
Onondaga Hollow,	4	148	127	51	24	152
Onondaga Hill,	3	151	130	54	21	149
Marcellus,	8	159	138	62	13	141
Skaneateles,	6	165	144	68	7	135
Auburn,	7	172	151	75	0	128

	Distance from place to place.	Saratoga Sp.	Schenectady.	Utica.	Auburn.	Buffalo.
Cayuga,.....	8	180	159	83	8	120
Seneca Falls,.....	4	184	163	87	12	116
Waterloo,.....	4	188	167	91	16	112
Geneva, ...	7	195	174	98	23	105
Canandaigua, ...	16	211	190	114	39	89
East Bloomfield, ...	9	220	199	123	48	80
West Bloomfield, ...	5	225	204	128	53	75
Lima,.....	4	229	208	132	57	71
East Avon,.....	5	234	213	137	62	66
Avon Post Office,.....	2	236	215	139	64	64
Caledonia,.....	8	244	223	147	72	56
Leroy,.....	6	250	229	153	78	50
Batavia,.....	10	260	239	163	88	40
Pembroke,.....	14	274	253	177	102	26
Clarence,.....	8	282	261	185	110	18
Williamsville,.....	8	290	269	193	118	10
Buffalo,.....	10	300	279	203	128	0

A rail road carriage can be taken at Saratoga Springs three times a day for Schenectady, the route, together with a description of the city, having been noticed in the preceding pages. At Schenectady stages are taken three times a day for Utica, so that a passage from the Springs to the latter place can be effected in about 12 hours. Fare, from $4 to 4,50.*

* A rail road is now constructing between Schenectady and Utica. The line is along the north side and in full view of the Mohawk river for most of the distance, and when completed, will afford to the tourist one of the most interesting excursions on the continent.

AMSTERDAM, 16 miles west of Schenectady, is the first village of any magnitude that is reached on the route. It is located on the north side of the Mohawk river, over which there is a substantial bridge. The village contains about 100 houses, and is destined to become a place of considerable importance from its proximity to the river and the Erie canal, but more especially so from the creek which passes through the village, and which, within half a mile, falls over a number of beautiful cascades, affording admirable facilities for manufacturing operations. The canal is on the south side of the river, and runs parallel therewith for several miles.

About one mile from Amsterdam, on the south side of the turnpike, is a stone building, erected by Col. Guy Johnson, son-in-law of Sir William Johnson, which was occupied by the former previous to the revolution; and a little farther west, on the opposite side of the road, is a stone building which was occupied by Sir John, the son of Sir William. Four miles farther is Tripe Hill, a small village. From whence to

CAUGHNAWAGA is 6 miles. It has little to render it a place of interest, if we except an antiquated stone church, which has been built between 60 and 70 years, without having undergone any material improvement or change during that period.*

* JOHNSTOWN, celebrated as the former residence of Sir William Johnson, is 4 miles north-east of this place, off the turnpike. The village contains between 2 and 300 buildings, a bank, court house, jail, 3 churches, an academy, and 2 printing offices. It is situated on a

the rushing waters of the Mohawk on the one hand, and the rugged cliffs and eminences on the other; the smooth current of the stream above gently gliding to the tumultuous scene below, and beyond the distant vale of the Mohawk, diversified with fields, orchards, meadows, and farm houses, all contribute to set off the romantic appearance for which this place is so justly celebrated. This village derives most of its importance from the facilities for trade and commerce afforded by means of the Mohawk river and the Erie canal. Boats were formerly transported around the falls through a canal on the north side of the river. This old canal contained 8 locks and is now connected with the Erie canal on the south side of the river by means of an aqueduct 184 feet in length. The descent of the Erie canal here, in the distance of one mile, is 40 feet, which is passed by 5 locks.

Travellers will ulways find it interesting to spend some time at this place, in viewing its great natural and artificial works. The *Aqueduct* across the river is one of the finest specimens of masonry on the whole line of the canal, though less stupendous than the locks at Lockport, and, in extent, falling considerably short of the aqueduct at Rochester. The river is passed on three beautiful arches of from 40 to 50 feet in height, with flagging on either side of the canal, and a strong iron railing. After crossing on the flagging, the stranger should return on the stone bridge west of the aqueduct; which being several feet lower, affords a fine view of the arches, and of the extensive basin in the river immediateiy beneath the centre arch; formed, doubtless, by the action of round stones set in motion by the water.

The Erie canal, which is on the south side of the river, winds its way for some distance along the side of a bold and lofty mountain, the channel resting on a wall nearly 30 feet high, constructed from the bed of the river at great expense. The view afforded from a packet boat of mountain scenery on either side, with a bare passage for the dashing waters of the Mohawk between, is highly interesting and sublime. Whichever way the eye is turned, it rests on huge masses of granite and limestone, piled in heaps. These rocks in some places rise to a great height, almost perpendicular, presenting a bleak dark surface, unbleached by the thousand storms which have beat upon them; others present a rugged and uneven face, crowned and overhung by dark evergreens, dropping their verdure into the foaming torrent below; the fissures between others of these huge piles produce hickory, maple and other trees, which hang from them, and with their sombre shadow deepen the gloomy darkness of the rocks from which they spring; whilst the scanty soil upon others gives life and penurious nourishment to dwarf oaks and vegetation peculiar to similar inhospitable regions. In this scene, where the rude but magnificent works of nature are so profusely displayed, the imagination is overpowered, in their sublimity, and the proudest works of man, and man himself, lose their importance. Even the canal, cut upon the mighty and enduring precipice —the road entrenched upon the mountain side, and the substantial locks and gates, all sink into comparative insignificance under the mighty shadows of the everlasting hills.

Crystals of quarts, the most translucent, it is believed, of any heretofore discovered in the state, are found in considerable quantities a short distance from the village.*

The road, after leaving Little Falls, follows the bank of the river, in full view of the rich alluvial vale called the Herkimer and German Flats. This region, now glowing in all the beauty of successful cultivation, was once the theatre of the most sanguinary warfare. Du-

---

* About 10 miles SE. of this place, on the ravine of a small stream, which empties into the Osquake creek, are some of the most interesting specimens of petrifactions ever discovered in the country. They consist of a mass from 20 to 25 feet long, and from 3 to 5 feet in diameter, composed partly of petrifactions and partly of incrustations. The lower part exhibits the trunk of a hemlock tree, 2 feet in diameter, while the other parts seem to have been formed of fragments of the same kind of tree. The transition from wood to tufa has been effected with so much precision, that the whole ligneous structure of the wood, its concentric layers, coating, or rings, gum, knots, &c. are most perfectly preserved. From some unknown cause, the waters which issued out of the declivity above the mass have failed or been diverted, so that petrifaction has ceased at this spot. But in other parts of the declivity from which waters issue, they are so highly impregnated with calcareous and other matters as to incrust pieces of wood coming within their reach. Not far from this place, the road has been cut through a tufa rock of very large dimensions; on the sides of which are seen petrified pieces of wood imbedded within the mass. Whenever time will permit, mineralogists will find it interesting to stop a day at Herkimer, for the purpose of visiting these extraordinary formations.

ring the French and revolutionary wars, it was the scene of many barbarous incursions of the whites as well as savages. It was invaded by the French after the capture of Fort Oswego in 1756, and in 1757 the settlements were desolated by fire and sword. In the centre of these flats is situated the village of

HERKIMER, 8 miles from Little Falls. This village, as well as that of Little Falls, forms a part of the town of Herkimer, which extends along the banks of the Mohawk about 15 miles. West Canada Creek enters the river about half a mile east of the village, and is passed near its mouth by a well constructed bridge. The village is principally built on two parallel streets. It contains about 130 houses, and not less than 1000 inhabitants. Between Herkimer and Utica is the small but thriving village of FRANKFORT, about 6 miles from the former and 9 from the latter place. The country after leaving Herkimer is quite level, and remarkably fertile, though not in a high state of cultivation.

UTICA.

This flourishing place stands on the south bank of the Mohawk river, 94 miles westwardly of Albany. It occupies the scite of old Fort Schuyler, where a garrison was kept previous to the revolution. Some remains of this fort are still to be seen between the eastern extremity of Main street and the river. A few Germans were settled here previous to the revolutionary war; but a part were captured by the Indians and the remnant sought a place of more security. The first

permanent settler established himself about 4 miles west of Fort Schuyler in 1784. Five years afterwards a few families established themselves on the scite of the present town. In 1798 a village charter was granted; and in 1832, the place was incorporated into a city. In 1813, it contained 1700 inhabitants; in 1816, 2828; in 1820, 2972; in 1823, 4017; in 1826, 6040; in 1828, 7460; and in 1830, 8323. The city is regularly laid out, the streets of good width, and mostly paved. Genesee street, in particular, is peculiarly pleasant, and for the most part adorned with elegant stores and dwellings.

There are numerous literary, benevolent and religious institutions in this place. Among these the Oneida Institute of Science and Industry is perhaps most worthy of remark, from its uniting manual with mental labor on the part of the students. There is a farm attached to it comprising one hundred and fourteen acres, upon which each student labors from three to four hours per day, and it is said that the experiment thus far has proved, that labor from 3 to 5 hours per day pays the board of the student in this plentiful region. It is principally intended for the education of those designed for the ministry, but its privileges are common to all youth of unexceptionable character. There are also a classical academy, a library, a county and city lyceum, a gymnasium, two seminaries for young ladies, a seminary called the Clinton Institute, 14 churches, some of which are very elegant, 3 banks, 9 printing offices, and 12 newspapers and periodical publications.

Hotels.—The principal hotels, which are in Genesee street, are Bagg's, near the Mohawk river, one of

the best furnished and best kept houses in the state; City Hotel, by H. Mason, south of the canal; Canal Coffee House, by Mr. Shepherd, near the canal; Franklin House, south of the canal; National Hotel, by Messrs. Pratt & Sanger, north side of the canal; Temperance House, do. do. These are all excellent establishments, fitted up in a superior style, and are liberally patronized.

The lands adjoining Utica are richly cultivated, presenting a succession of beautiful farms and country seats. There are also various objects of attraction in the vicinity, a visit to which may be ranked among the pleasures of an excursion to the west. Of these are Trenton Falls, at the north; and Whitesborough, the York Mills, Clinton Village containing Hamilton College, and Rome, all within a few miles in a westerly direction.

From what is called the *summit*, an elevated spot near the village, a charming prospect may be had of the adjacent country, and particularly of the vale of the Mohawk for several miles in extent, including the beautiful and diversified farms which rise in a gentle acclivity from the river.

PACKETS.—Three daily lines of packets run between Utica and Schenectady. The first line leaves Utica at 7½ A. M.; the second at 3 P. M.; and the third at 7 P. M. From 18 to 20 hours are occupied in the passage. Packet boats also leave for Rochester, 160 miles distant, at half past one P. M. and at 4 P. M., going thro' in about 36 hours. The Buffalo packets leave at half past 1 P. M., and are three days on their passage. The

Utica and Oswego packets leave Utica daily on the arrival of the last boat from Schenectady in the afternoon. The Chittenango and Syracuse packets leave Utica at 5 P. M.

STAGES TO THE WEST.—The mail stage for Buffalo, 203 miles, and Lewiston, leaves daily at 5 A. M.; through in 3 days by day light only.

The Telegraph, for Buffalo, leaves daily at 4 A. M.; through in 33 to 36 hours; limited to six passengers.

The Eagle, for Rochester, 140 miles, leaves daily at 10 A. M., or on the arrival of the packets from Schenectady; through in 30 hours.

The Pilot for Buffalo, leaves daily at 6 P. M.; thro' in 40 to 44 hours.

Extra coaches, with regular relays of horses, are also furnished at all times for Niagara Falls, 220 miles, and for Trenton Falls, 15 miles.

STAGES TO THE EAST.—The Telegraph and Eclipse, limited to 6 passengers each, leave daily from 7 to 8 A. M., and arrive at Schenectady, 76 miles, in 12 hours.

The Pilot, for Schenectady, leaves daily at 9 A. M. and arrives in time for the evening rail road car for Albany.

The stage fare from Utica to Canandaigua, 114 miles, is $3,50; from Utica to Rochester, 140 miles, from $4 to $4,50; and from Utica to Buffalo, 203 miles, $6,50.

Among the excursions afforded to the traveller while at Utica, none, perhaps, will prove more interesting than a visit to

TRENTON FALLS, 15 miles north of the city. A description of these falls has been obligingly furnished to the editor of this work by JAMES MACAULEY, Esq., author of a History of the State of New-York, (a work of much merit, recently published) from which the following extracts are made:

"These renowned Falls are on West Canada creek, between 22 and 24 miles above its confluence with the Mohawk. The creek is a powerful stream, and constitutes almost one half of the river at the coalescence. The falls commence a little above the high bridge on the Black river road, and terminate at Conrad's mills, occupying an extent of rather over two miles, being 6 *in number.*

"The creek in its way from the summit of the highlands of Black river to its lower valley, lying between the latter and Hassenclever mountain, crosses a ridge of limestone 4 or 5 miles in breadth, stretching through *the country* from the Mohawk to the St. Lawrence. Its course over this ridge by its tortuous bed is 6 or 7 miles, 2½ of which are above the falls. The waters of the creek, soon after they have reached the limestone, move with accelerated strides over the naked rocks to *the head* of the upper fall, where they are precipitated 18 or 20 feet down an abrupt ledge into a spacious basin. The whole descent to the head of this fall in the last 2 miles is computed at 60 feet. Here a deep and winding ravine begins, which extends down the stream more than 2 miles. Its average depth is estimated at 100 feet, and its average breadth at the top, 200. The *sides* and bottom consist of limestone disposed in horizontal layers, varying in thickness from some inches to

a foot and upwards, and abound with organic remains. The sides of the ravine are shelving, perpendicular and overhanging; and some of the trees that have taken root in the fissures of the rocks are now pendant over the abyss, where they form the most fanciful appearances imaginable. The country along, and neighboring the ravine, descends to the south and is mostly covered with woods which exclude every appearance till you arrive at the very verge. Of the six falls, that above the high bridge on the Black river road, is called the Upper, and that at the end of the ravine, Conrad's Fall. The first in the ravine is a mile below the high bridge, and is denominated the Cascades; the second, a little lower down, is called the Mill-dam; the third, by way of eminence, are called the High Falls, and are 40 rods below the preceding; the fourth is nearly 70 rods below the High Falls, and is called Sherman's. All these are formed by solid reefs of rocks which cross the bed of the stream.

"The water at the Upper Fall descends 18 or 20 feet perpendicularly. Below, there is a capacious basin, out of which the stream issues in a diminished bed into the ravine, the entrance of which is between lofty barriers of rocks. This fall, when viewed from the bridge, or from the high ground west of the creek, has a fine appearance.

"At the Cascades, consisting of 2 pitches, with intervening rapids, the water falls 18 feet. The bed of the stream is here contracted, and the sides serrated, the banks of the ravine rising with abruptness almost directly in the rear.

"The Mill-dam Fall, which is the second within the

ravine, has an abrupt descent of 14 feet, the stream being about 60 yards broad at the break.

"The High Falls are 40 rods below the latter, and consist of 3 distinct falls, with intervening slopes and some small pitches. The first has a perpendicular descent of 48 feet; in floods and rises, the water covers the whole break and descends in one sheet; but at other times, mostly in two grooves at the west side of the fall. The second has a descent of about 11 feet the third 37 feet; and the three, including the slopes and pitches, 109 feet. In freshets and floods, the entire bed at the High Falls is covered with water of a milk white color, and the spray which at such times ascends in pillars towards the sky, when acted upon by the rays of the sun, exhibits the rainbow in all its brilliant colors.

"The fourth fall is Sherman's, and is distant nearly 70 rods from the High Falls. The descent is 33 feet when the stream is low, and 37 when high. In droughts, the water pitches down at the west side.

"The last fall is at Conrad's mills, at the very foot of the ravine, and is 6 feet.

"Besides the falls, there are several raceways or chutes, from 10 to 20 rods long, through which the waters pass with great rapidity. The whole depression of the stream from the top of the Upper Fall above the high bridge to the foot of Conrad's, is 312 feet; and if we add the descent above the Upper Fall, which is computed to be 60 feet, and that below Conrad's fall in half a mile, which is estimated at 15 feet, we shall find that the entire depression in less than 5 miles, is 387 feet.

"The falls, raceways and rapids, and, in truth, the whole bed within the ravine, exhibit very different appearances at different times. These are occasioned by the elevations and depressions of the stream. In floods, the whole is one tremendous rapid, with four cataracts and several chutes.

"The best time to visit these falls is when the stream is low, because then there is no inconvenience or difficulty in ascending the ravine from the foot of Sherman's stairway to the head of the upper raceway. Few persons who visit them have resolution to ascend the ravine from the stairway to the basin at the upper fall. This, however is not be wondered at, because the lofty rocky barriers which constitute the sides of the ravine advance to the water's edge in many places, and terminate in frightful projections, which cannot be passed without the most imminent danger. Some of these difficulties, however, have been obviated by blasting away portions of the rocks and putting up chains; and persons now go up to the upper raceway without hazard.

"The ravine, with some few exceptions, is still bordered by woods, and persons desirous of visiting the falls are obliged to go to what is called Sherman's house, from whence they proceed through the woods by some rude paths. One of these leads to the stairway, which descends to the bottom of the ravine, and another leads up to the High Falls. The former is usually preferred. On reaching the strand, at the foot of the stairway, you proceed up the stream at first upon the strand, and then by a narrow winding foot path to Sherman's fall. From thence you advance to the

High Falls, a part of the way being overhung by large jutting rocks which menace you with destruction. From the head of the High Falls to the upper end of the raceway above the Cascades, the way is easy when the stream is low, but from thence upwardly it is difficult and dangerous.

"While you are passing along the narrow and sinuous path leading by the projections, and by the brinks of headlong precipices, you tremble with reverential awe, when you consider that one false step might precipitate you into the resistless torrent below, and in an instant consign you to a watery grave. You see what a feeble creature man is, and are forcibly impressed with ideas of the wisdom and power of that mighty Being who commanded the earth to emerge from the deep and the waters to flow.

"Along the bottom and lower parts of the ravine, numerous organic remains are found enveloped in the rocks which are easily divisible. The remains lie flat in or between the laminæ, their contours and component parts usually being little distorted from their original shape and dimensions. Sometimes there is defect occasioned in the transition from the animal to the stony or fossil state; but, in most instances, all the parts are so completely defined, that not only the order but the genera and species may be recognized. These remains are easily separated from the layers in which they are enclosed. Their exteriors are commonly glossy, often very smooth, and ordinarily of a dark color, being transformed into stone, and constituting integral parts of the rocks which envelope them. From a care-

ful examination of certain of these remains, and their positions, we are led to belive that their prototypes lived and died on the spot, and that the rocks in which they are entombed are of posterior formation."

Accommodations for visitants are furnished at Sherman's, the only house kept at the falls for that purpose. Ladies who resort thither, should be furnished with calf skin shoes or bootees. They not only owe it to their health to be thus provided, but the best pair of cloth shoes will be ruined by a single excursion over these rocks.

Returning to Utica, the traveller, in pursuing a journey to the west by stage, first reaches the pleasant village of

NEW-HARTFORD, 4 miles from Utica, containing about 150 dwellings and stores, and three churches, besides a number of mills and manufactories, located on the Sadaquada creek. The land between Utica and New-Hartford is level and of an excellent quality, and resembles, with its neat and regular enclosures, an extensive and highly cultivated garden. There are in the vicinity many country residences, constructed and improved with much taste and elegance.

One mile from New-Hartford, a tolerably good view of Hamilton College, 3 or 4 miles distant at the S. W. is obtained; but on ascending a more elevated position one mile farther, the prospect of the college and several adjoining buildings, is very distinct and beautiful.

MANCHESTER is 5 miles from New-Hartford; and the country between the two villages exhibits some of

the most highly cultivated and delightful farms in the state.

VERNON, 8 miles from Manchester, is a flourishing town of some magnitude. It contains two churches, a number of mills and a glass factory.

ONEIDA CASTLE, 5 miles from Vernon, is situated on the Oneida creek, within what was formerly the Oneida Reservation. Here was a considerable settlement, possessed by the Oneida and Tuscarora Indians; most of whom recently removed to the country west of the Michigan lake. This tribe entered the service of the state, as volunteers, during the late war.

The lands in this reservation while possessed by the Indians were but indifferently cultivated, and assumed a miserable aspect in comparison with the rich and highly improved farms on either side. But they are now yielding to the culture of the whites, and will ultimately present a succession of beautiful and luxuriant farms. In passing over an elevated tract, a chain of lofty mountains is seen skirting the horizon as far as the eye can extend; between which and the tract in question, are seen immense and apparently impenetrable forests. The prospect is sublime; and will amply repay the traveller in stopping a short time to enjoy this rich and extensive scenery.

LENOX, a small village, is 3 miles from Oneida Castle. One mile farther the flourishing village of CANASTOTA is seen about half a mile north of the turnpike on an extensive plain below, with the Erie canal passing through it.

QUALITY HILL, a neat little village on a pleasant eminence, is 3 miles from Lenox; and 5 miles farther is the village of

CHITTENINGO, situated on a creek of that name, and from which a feeder, 1¼ mile long, is constructed to the canal. The village is bounded by very lofty hills, and cannot be considered a happy location, except for manufacturing purposes. Gypsum is here found in great quantities; also numerous petrifactions, specimens of which are in most of the mineralogical cabinets in the Union. These petrifactions are near the village at the foot of a hill, and consist of the trunk of a tree and scattered fragments, the woody structure of which in most cases, is remarkably perfect, and bearing a strong resemblance to the original. Various springs of water issue from the sides of the hill, which exhibit numerous incrustations (calcareous tufa) along its slope and in the vale below. To the properties of these waters may be attributed the formation of these incrustations and petrifactions.

At Chitteningo, the road diverges, forming two prominent routes to Auburn; one passing through the villages of MANLIUS, ONONDAGA HOLLOW, ONONDAGA HILL, MARCELLUS and SKANEATELES, and the other passing through the village of SYRACUSE, noticed in the canal route. The first mentioned route, though over a less even country, is the one generally preferred by travellers, as affording a more rich and diversified scenery of highly cultivated farms and flourishing villages. Four miles from Chitteningo, on the road to Manlius, is an eminence from which a beautiful prospect is obtained of a part of Oneida Lake and a wide extent of hilly

country beyond, Onondaga Lake, and the village of Onondaga Hill, 15 miles distant. Four miles farther is the flourishing village of

MANLIUS, situated on the east side of Limestone creek, containing about 150 houses, 4 churches, 2 cotton factories, mills, &c. There are in the vicinity two considerable falls, the principal of which is 100 feet in height.

JAMESVILLE is 6 miles from Manlius. *Green Pond* in this vicinity is worthy of notice. The water is 200 feet deep, and of a deep green color, emitting a strong smell of sulphur. The surface of the pond is between 100 and 200 feet below the level of its shores, which are precipitous and rocky. Four miles farther is the village of

ONONDAGA HOLLOW, extending 1 mile across a deep but beautiful valley, through which the Onondaga creek passes. The village contains an academy, church, &c.; but its business has declined since the opening of the canal, and the springing up of the village of Syracuse, which is 4 miles distant. Three miles south of Onondaga Hollow is a considerable settlement of Onondaga Indians, where once was held the grand councils of the Six Nations.

ONONDAGA HILL, 2 miles farther, is pleasantly situated on very high ground, with a commanding view of the country to the north and east for a considerable distance, embracing within the prospect the Onondaga Lake and the villages of Syracuse, Salina and Liverpool.

MARCELLUS, 8 miles from Onondaga Hill, is a neat village of 70 or 80 houses, situated in the valley of the

Otisco creek. Two miles north are falls of some 60 or 70 feet affording facilities for a variety of manufactories; near which, water lime or cement is found in inexhaustible quantities. There is also lying on the bank of the creek at this place a petrified tree of large dimensions, partly covered with limestone.

SKANEATELES, 6 miles from Marcellus, is situated at the foot of the Skaneateles Lake, and is a beautiful thriving village, containing about 2000 inhabitants, 2 churches and a flourishing academy, a variety of manufactories, mills and many elegant private dwellings. It enjoys a commanding view of the lake for 6 or 8 miles above and of the surrounding country, which rises in a gentle acclivity from the water 100 feet or more in the course of a mile, presenting a range of neat white farm houses on the summit, and a slope of highly cultivated country towards the lake on each side. The lake, which is 16 miles long and from half a mile to two miles in width, abounds with fine trout and other fish. The water is deep and remarkably pure, with a gravelly bottom and bold shores. The prospect from the lake is highly interesting, particularly towards its head, where the country rises abruptly several hundred feet, presenting a miniature picture of mountain scenery. Under these bluffs on the east side and on a level with the water are found large quantities of petrifactions, the cornu ammonite, imbedded in a stratum of slate. Three miles north of the village the Skaneateles creek falls over a bed of rocks, about 70 feet in a short distance; but in low water, the whole is lost or sinks among the rocks, and only a part of it again appears at a distance of half a mile below, presenting the novel

spectacle of a river much larger at its fountain than at its mouth. Seven miles from Skaneateles stands the flourishing village of

AUBURN. It is situated on the Owasco creek, two miles below its outlet from the lake of the same name, 24 miles from Onondaga, and 170 from Albany. This village owes much of its importance to the numerous mills and manufactories for which its location is extremely eligible. It contains about 600 houses and 6000 inhabitants. Among other public buildings there are six churches, an academy, museum, a court house and gaol, and a prison erected for convicts at the expense of the state. There has also been established a theological seminary, which is patronized exclusively by the Presbyterian denomination, and is at present the only one of the kind in the state. Many circumstances combine to render this place an agreeable residence to the man of taste or business. The village is handsomely built, and increases annually in population and business. It is situated 7 miles from WEED'S PORT, on the canal, to which place stages run daily, for the accommodation of passengers wishing to take packet boats for the west or east—fare 50 cents.

The principal public houses are the American Hotel, Western Exchange and Bank Coffee House.

The STATE PRISON, at Auburn, is considered one of the best in the Union. It was commenced in 1816, and is constructed upon the plan of a hollow square, enclosed by a wall 2000 feet in extent, being 500 feet on each side. The front of the prison, including the keeper's dwelling, is about 300 feet, and the two wings extending west, are 240 feet each. The north wing con-

tains solitary cells and a hospital, and the south wing is divided principally into cells. Between the two wings is a grass plot with gravel walks; to the west of which is the interior yard, covered with gravel, containing reservoirs of water, and surrounded with workshops. These shops, besides the paint shop, form a continued range of 900 feet; and are well lighted by windows in the sides and from the roof. They are built of brick, and are well secured against fire. The outer walls, against which the shops are built, are 35 feet high on the inside, and the other walls about 20. They are four feet thick, and the walls of the prison 3 feet. The expense of the whole, without including the labor of the convicts employed, was above $300,000. The prison being erected on the bank of the Owasco, water power is applied in many cases, to great advantage, in propelling machinery.

The most interesting period for witnessing the prisoners is early in the morning, from the time they are brought forth to labor till after breakfast. The spectator will then have an opportunity of seeing some of the prominent features of the order, regularity and system with which every thing is conducted. He will admire the precision with which the rules are executed, without the least confusion, noise, or even command. The convicts silently marching to and from their rest, meals and labor, at precise times, moving in separate corps, in single file, with a slow lock step, erect posture, keeping exact time, with their faces inclined towards their keepers, (that they may detect conversation, of which none is ever permitted,) all give to the spectator somewhat similar feelings to those excited

by a military funeral; and to the convicts, impressions not entirely dissimilar to those of culprits when marching to the gallows. The same silence, solemnity and order, in a good degree, pervades every business and department.

In addition to divine service in the chapel of the prison every Sabbath, a Sunday school has been established, superintended by the students of the theological seminary, which has been attended with very beneficial effects.

So admirable has been the discipline of this prison that a large proportion of the convicts discharged have become honest, industrious men, and none are known to have become corrupted or made worse.

CAYUGA, 7 miles west of Auburn, is a small village; but affords a beautiful prospect of the Cayuga Lake, and the bridge extending across, which is 1 mile and 8 rods long, and situate within 2 miles of the outlet. This lake is 38 miles in length, and is generally from 1 to 2 miles in breadth. The water is shallow, but of sufficient depth for a good sized steam-boat, which plies daily between the bridge and Ithaca, a beautiful and thriving village, at the head of the lake, 36 miles distant. Travellers designing to take an excursion on this lake to Ithaca, should pay for stage fare no farther than the Cayuga Bridge. From this point they can take the steam-boat at 1 o'clock P. M. which reaches Ithaca in between 3 and 4 hours; where the best of accommodations will be found at one of the largest public houses in the state. Passing the night at Ithaca, the daily stage can be taken the next morning after breakfast for Bath, at the head of the Seneca Lake, distant about 22

miles, which reaches the latter place in time for the steam-boat which leaves at noon for Geneva, noticed in a subsequent page; and thus the tour of both lakes be performed, and a full view of their rich and variegated scenery had in the short space of thirty hours.

SENECA FALLS, 4 miles west of Cayuga, is a flourishing village, located on the banks of the Seneca river, which here falls 46 feet, affording important manufacturing facilities. The village has attained a very rapid growth within the last 3 or 4 years, and will probably soon rank among the most important towns in the western part of the state. For, in addition to its manufacturing privileges, a canal extends to the Erie canal at Lakeport, 20 miles distant, which, connected with the river at the village, affords an uninterrupted water communication from Geneva to the western lakes and the ocean. Four miles father is the handsome village of

WATERLOO, a half shire town in Seneca county. It contains about 200 houses, a court house, jail, and 2 printing offices. The village is principally situate on the northern bank of the Seneca outlet; which here propels several mills. The commencement of this village was in 1816; since which it has become a place of very considerable importance; though it is probably destined to yield in magnitude and business to its rival village at Seneca Falls. From Waterloo to

GENEVA, 7 miles distant, the route is delightful, embracing (a part of the way) a charming ride around the north end of the Seneca Lake, which is here about 2 miles wide. The village is one of the most elegant in

the state; and, with its beautiful scenery, cannot fail of calling forth the admiration of every visitant. It is situate on the western margin of the lake, the bank of which being lofty, affords an enchanting view of one of the purest sheets of water in America. There are already in this place about 600 buildings, many of which are very handsome; and the population is rising of 3000. Among the public buildings are a college, an academy, 7 churches and a bank. The college is located on an eminence south of the village, on the margin of the lake; and though in its infancy, is handsomely patronized. It is in the vicinity of several country seats, enjoying an unusual richness of prospect, with an almost constant breeze from the lake; which is about 35 miles long, and from 3 to 4 miles wide. It abounds with salmon trout and other fish, and is never closed with ice. A steam-boat runs daily from Geneva to Jeffersonville, at the head of the lake, leaving the former place at 7 A. M., and returning at evening; and so greatly was it patronized in 1833, that another boat is to be placed on the lake the present season, (1834.)* The Genesee turnpike leads through

* A passage on the lake is peculiarly delightful and interesting. Leaving Geneva with its neat stores, and elegant dwellings, its luxuriant hanging gardens, and the glittering spires of its churches and college, the eye takes in a southern water view not surpassed in any part of this world of inland seas. The first village of any note on the eastern shore is Ovid, 18 miles from Geneva. The lofty eminence on which it stands, and the rich and highly cultivated farms in its vicinity, render it a most conspicuous and interesting object. Di-

Geneva, and the Erie canal passes about 12 miles to the north of it; with which there is a water communication, by means of the outlet of the Seneca lake and a lateral canal, noticed at p. 217.

---

rectly opposite to Ovid is Dresden, one of the most thriving villages in Yates county. It is situated on the outlet of Crooked Lake, and extends nearly a mile back of the shore. Immediately south of Dresden, is the farm of the late celebrated Jemima Wilkinson, an enthusiast, who pretended that she was the Saviour of mankind. Until her death, which took place some years since, she had several followers; and this farm, which is very beautiful, has passed by will into the hands of one of them. Four miles south of Dresden is Long Point, remarkable for a tree at its extremity, which, by a little aid from the imagination puts on the semblance of an Elephant. Six miles south of Long Point is Rapelyea's ferry, near which is still standing the frame which Jemima constructed to try the faith of her followers. Having approached within a few hundred yards of the lake shore, she alighted from an elegant carriage, and the road being strewed by her followers with white handkerchiefs, she walked to the platform, and having announced her intention of walking across the lake on the water, she stepped ankle deep into the clear element, when suddenly pausing, she addressed the multitude, inquiring whether or not they had faith that she could pass over, for if otherwise, she could not; and on receiving an affirmative answer, returned to her carriage, declaring that as they believed in her power it was unnecessary to display it. Six miles and a half south of Rapelyea's ferry, is Starkie's Point, where the shore is so bold that the steam-boat passes within 10 feet of the extremity of the Point. Four miles further on the west shore is the Big Stream Point, at which there is a mill seat with a fall of 136 feet. The land puts on a wilder aspect as the tourist

CANANDAIGUA 15 miles from Geneva. This village is situated near the outlet of the lake from which it takes its name, on a gentle ascent commanding a fine view of the lake at the distance of half a mile. The principal street extends 2 miles in length, and is handsomely decorated with trees, through which appear the delicately painted dwellings, ornamented with Venetian blinds. In an open square, in the centre of the village, is the court house and clerk's office of the county. The Episcopal church, situate on the main street, is one of the most elegantly constructed buildings in the state. In the vicinity are a number of delightful villas, surrounded with smiling gardens and orchards of various kinds of fruit, which, with the view of the lake stretching far to the south, beautifully set off the scene of enchantment. In richness and variety of natural scenery, and the taste and elegance of its edifices, few villages can compare with Canandaigua. In point of trade and wealth, too, it is not exceeded by many villages in the state. A steam mill is here in operation, which annually furnishes a very large supply

---

approaches the head of the lake, and the eminences are more beetling and precipitous. The eastern shore also partakes more of the mountainous character, though cultivated far up the summit lands, and is here and there marked by ravines, through one of which "Hector Falls" tumble from a height of one hundred and fifty-feet, and carry several valuable mills. These falls are distant three miles from the village of Jeffersonville, at the head of the lake, which has recently sprung into existence, and which will soon become an important inland town.

of flour. On the lake, which is 14 miles long, and from one to two in breadth, a steam-boat performs a daily trip, which is rendered unusually interesting from the varied scenery which is presented. The village is situated 208 miles from Albany; from Utica, 114; from Buffalo, 89; from Niagara Falls, 109. Principal public houses, Blossom's Hotel (one of the best in the western district) and Pitt's Eagle Tavern.

Canandaigua was one of the first towns settled in what was formerly called the "Genesee country." The entire tract, containing six millions of acres, was purchased of Massachusetts by Oliver Phelps and Nathaniel Gorham, in 1787, for $1,000,000; and Phelps, then living at Granville, in that state, made preparations the spring following with men and means to explore the country thus acquired. With great resolution and intrepidity, he took leave of his family and his neighbors, together with the minister of the parish, who assembled on the occasion, and started on his expedition, leaving them *all in tears*, bidding him a final adieu, scarcely hoping for his return from a wilderness, in the Indian country, hardly yet pacified.

He persevered and penetrated the forest from the German Flats to Canandaigua, a distance of 128 miles, by the present improved road—sent out runners, and collected the Sachems, Chiefs, and Warriors of the Six Nations, and in July, 1788, with the aid of the Rev. Samuel Kirtland, as State Commissioner and Indian Missionary, concluded a treaty of purchase of a tract containing 2½ millions of acres. The Indians were disposed to confine Mr. Phelps to the Genesee river as his western boundary. He however proposed the erection

of mills at the falls of the river, (now Rochester) and obtained of them in the purchase what was termed a *mill yard*, embracing a tract of 12 by 24 miles, extending 12 miles west of Rochester, and north to Lake Ontario.

The kindness of Mr. Phelps, and the good faith always observed by him towards the Indians, induced them to adopt him and his son as honorary members of their national councils. The leading chiefs concerned in these negotiations were *Farmer's Brother* and *Red Jacket*, the latter of whom died near Buffalo in 1829.

In 1789, the lands thus purchased having been divided into *ranges*, Phelps opened a land office at Canandaigua, the first established in America, where he continued to make sales until the year following, when the balance of the tract to which the Indian title had been extinguished, being 1,264,000 acres, was sold to Robert Morris, for eight pence lawful money per acre, who sold the same to Sir William Pultney, of England.

Gorham and Phelps not being able to pay the whole purchase money, compromised and surrendered to Massachusetts that part of the land to which the Indian title remained unextinguished, being about two thirds of the western part of it; and in 1796, Morris purchased of Massachusetts the tract thus surrendered, extinguished the Indian title, sold out several tracts to different persons, and mortgaged the residue to William Willink and others, of Amsterdam, called the Holland Company—under the foreclosure of which mortgages the company acquired the full title to their large tract,

surveyed it into ranges and townships, after the manner of Oliver Phelps, and in 1801 opened a land office at Batavia, under the agency of Joseph Ellicot, for the sale thereof.

Oliver Phelps, Esq. grandson of the original proprietor, is the owner and resides on the premises of his ancestor in Canandaigua.

BURNING SPRINGS. From 8 to 10 miles, in a south-westerly direction from Canandaigua, are found several springs, charged with inflamable gas. The following description of them is taken from a Canandaigua journal:

"These springs are found in Bristol, Middlesex, and Canandaigua. The former are situated in a ravine on the west side of Bristol Hollow, about half a mile from the North Presbyterian meeting house. The ravine is formed in clay slate, and a small brook runs through it. The gas rises through fissures of the slate, from both the margin and the bed of the brook. Where it rises through the water, it is formed into bubbles, and flashes only when the flame is applied; but where it rises directly from the rock, it burns with a steady and beautiful flame, which continues until extinguished by storms, or by design.

The springs in Middlesex are situated from one to two miles south-westerly from the village of Rushville, along a tract nearly a mile in length, partly at the bottom of the valley called Federal Hollow, and partly at an elevation of 40 or 50 feet on the south side of it.

The latter have been discovered within a few years, in a field which had been long cleared, and are very nu-

merous. Their places are known by little hillocks of a few feet in diameter, and a few inches high, formed of dark bituminous mould, which seems principally to have been deposited by the gas, and through which it finds its way to the surface, in one or more currents. These currents of gas may be set on fire, and will burn with a steady flame. In winter they form openings through the snow, and being set on fire, exhibit the novel and interesting phenomenon of a steady and lively flame in contact with nothing but snow. In very cold weather, it is said, tubes of ice are formed round these currents of gas, (probably from the freezing of the water contained in it,) which sometimes rise to the height of two or three feet, the gas issuing from their tops; the whole when lighted in a still evening presenting an appearance even more beautiful than the former.

Experiments made with the gas seem to prove, that it consists principally of a mixture of the light and heavy carburetted hydrogen gases, the former having greatly the preponderance; and that it contains a small proportion of carbonic acid gas. It seems also to hold a little oily or bituminous matter in solution. It burns with a lambent, yellowish flame, scarcely inclining to red, with small scintillations of a bright red at its base. It has the odour of pit coal. It produces no smoke, but deposits, while burning, a small quantity of bituminous lampblack. It is remarkable that the hillocks, through which the gas rises, are totally destitute of vegetation. Whether the gas is directly deleterious to vegetable life, or indirectly, by interrupting the contact of the air of the atmosphere, it is certain that no plant can sustain life within the circle of its influence.

It is well known that this gas is found abundantly in coal mines; and being accidentally set on fire, (mixed as it is in those mines with the air of the atmosphere,) has many times caused terrible and destructive explosions. The writer cannot learn that it has ever been known to be generated in the earth, except in the presence of coal; and hence the inference is strong that it proceeds from coal."

From Canandaigua stages may be taken for Rochester, (see "Canal Route,") distant 27 miles in a northwesterly direction, and the route continued from thence to the Falls by stage or canal; but if a visit to Montreal, by the way of Lake Ontario, is not contemplated, it is generally deemed a better course to proceed directly to Buffalo and the Falls, and return by the way of Rochester. In pursuing the usual route from Canandaigua to Buffalo,

EAST BLOOMFIELD is reached in travelling 9 miles, and WEST BLOOMFIELD in going 5 miles farther. They are considered among the richest agricultural townships in the state; presenting a succession of beautiful and highly cultivated farms. The fruit raised on these lands, particularly apples and peaches, is not excelled in any section of the country.

LIMA is 4 miles from West Bloomfield, and is a continuation of the same rich and fertile soil, divided into highly improved and productive farms.

EAST AVON is 5, and AVON POST OFFICE 7 miles from Lima. The Genesee river passes through the town of Avon, and is navigable for boats to the Erie canal at Rochester, 20 miles distant, with which it is

connected by a feeder. The alluvial flats are very extensive and fertile; and the uplands are well watered by small streams and springs. A remarkable bulbous root grows on the Genesee flats in this town. It is from 3 to 4 feet in length, from 6 to 8 inches in diameter, and assumes the external appearance of a log in the earth. A small creeping vine, like that of the strawberry, proceeds from the root; and its natural vegetable productions are almost infinitely various.

The AVON SPRING is becoming a place of considerable resort for invalids. Its waters, which are strongly impregnated with sulphur and alum, are found beneficial in various diseases. The tourist will generally find himself amply compensated by spending a day at this place.

CALEDONIA, 8 miles from Avon Post Office, is more particularly celebrated as the location of a large *Spring*, than for any thing else. The stage usually stops at the village long enough to enable passengers to visit this natural curiosity, which is situate a few rods north of the principal street. Within a small area, sufficient water rises to propel a mill, (of which there are several on the stream below,) at all seasons of the year. The water is pure and appears to rise from a rocky bottom. A stage runs daily from this place to Rochester, which is 20 miles distant. A part of the route lies on the bank of the Genesee river, and, most of the way, through an uncultivated country. Settlements and improvements, however, are rapidly increasing; and the wilderness will ere long give place to the arts of husbandry.

Pursuing the direct route from Caledonia to Buffalo, the next place of importance is the pleasant and thriving village of

LEROY, which is 6 miles west of Caledonia, and 17 miles south of the Erie Canal. Allen's creek, which passes through the village, affords important mill privileges, and contributes much to the value and business of the place. The number of buildings already erected is between 3 and 400, principally located on one street; among which are several very handsome private dwellings. Numerous petrifactions have been found in the bed of the creek, about 200 yards north of the village bridge; among which are petrified turtles, weighing from 10 to 300 pounds. They are composed principally of dark coloured bituminous limestone, which is easily split, and often discovers crystaline veins, together with yellow clay or ochre. The mineralogist will find much here to gratify his taste and reward his researches. The delightful appearance of the village, also, with its charming location on an eminence, will often induce the traveller to make it a temporary resting place from the fatigues of a journey.

BATAVIA is 10 miles from Le Roy. It is the capital of Genesee county; and assumes more the appearance of one of the early settled villages in New-England, than the more flourishing villages of the west. It is situated on the north side of the Tonewanta creek, on an extensive plain, and has several handsome and even elegant private mansions. Besides the court house and jail, it contains a bank, the Holland company land office, and a few other public buildings.

This village has become somewhat celebrated as the theatre of events connected with the masonic fraternity. It was the residence of the noted *William Morgan*, previous to his abduction; and from one of its printing offices was first issued what has been denominated the secrets of masonry. The excitement produced for a time in the village, and in other sections of the country, was of a nature the most rancorous and intolerant, and unworthy the character of an enlightened people. Illiberal feelings, however, have in a measure given place to reason; and there is a prevailing disposition to establish peace and good order.

After leaving Batavia for Buffalo, the country soon assumes a less populous appearance; and the travelling is rendered unpleasant from the extensive causeways which intervene consisting of logs placed transversely in the road. This has been done to avoid the deep mud on the low grounds, which are subject to frequent inundations in the spring and fall. The state of these roads has induced many to prefer the ridge road or alluvial way from Rochester to Lewiston, (which is noticed in a subsequent part of this volume.) But, in visiting *Buffalo*, as well as the Falls, the latter route is more circuitous, and can be taken with great convenience in returning.

The intervening places between Batavia and Buffalo are Pembroke, 14 miles—Clarence, 8—Williamsville, 8—from which to Buffalo is 10 miles. [For a description of the latter place, see "Canal Route."]

ERIE CANAL.

This magnificent structure was commenced under the patronage of the state, on the 4th of July, 1817, and was completed in 1825, uniting the waters of the Erie and Hudson, at an expense of less than seven millions of dollars—a sum trivial in comparison with the immense advantage derived to the state from such communication. The canal, beginning at Albany on the Hudson, passes up the west bank of that river nearly to the mouth of the Mohawk; thence along the bank of the Mohawk, to Schenectady, crossing the river twice by 2 aqueducts. From Schenectady it follows the south bank of the Mohawk until it reaches Rome. In some places it encroaches so near as to require embankments made up from the river to support it. An embankment of this description, at Amsterdam village, is 5 or 6 miles in extent. What is called the long level, being a distance of 69 1-2 miles without an intervening lock, commences in the town of Frankfort, about 8 miles east of Utica, and terminates 3-4 of a mile east from Syracuse; from thence the route proceeds 35 miles to Lake Port, situated on the east border of the Cayuga marshes, 3 miles in extent, over which to the great embankment, 72 feet in height and near 2 miles in length, is a distance of 52 miles; thence 8 1-2 miles to the commencement of the Genesee level, extending westward to Lockport, nearly parallel with the ridge road, 65 miles. Seven miles from thence to Pendleton village the canal enters Tonnewanta creek, which it follows 12 miles, and thence following the east side of the Niagara river, communicates with Lake Erie at

Buffalo. The whole line of the canal from Albany to Buffalo is 363 miles in length. It is 40 feet wide at the top and 28 feet wide at the bottom. The water flows at the depth of 4 feet in a moderate descent of half an inch in a mile. The tow path is elevated about 4 feet from the surface of the water, and is 10 feet wide. The whole length of the canal includes 83 locks and 18 aqueducts of various extent. The locks are constructed in the most durable manner of stone laid in water lime, and are 90 feet in length and 15 feet in width. The whole rise and fall of lockage is 688 feet, and the height of Lake Erie above the Hudson 568 feet. The principal aqueducts are, one crossing the Genesee river at Rochester, 804 feet in length; one crossing the Mohawk at Little Falls, supported by 3 arches, the centre of 70 feet, and those on each side of 50 feet chord; and two crossing the Mohawk river near Alexander's bridge, one of which is 748 feet and the other 1188 feet in length. The whole workmanship evinces a degree of beauty and proportion consistent with the greatest strength. In many places the sides of the canal are either paved with small stones or covered with thick grass, designed to prevent the crumbling of the soil by the motion of the water. To the main canal are a number of side cuts or lateral canals: one opposite Troy, connecting with the Hudson; one at Syracuse, a mile and a half in lenghth, to Salina; one from Syracuse to Oswego, 38 miles in length; one at Orville; one at Chitteningo: one at Lake Port, extending to the Cayuga lake, 5 miles, and from thence to the Seneca lake at Geneva, a distance of 15 miles; and one at Rochester of two miles in length, which serves the

double purpose of a navigable feeder, and a mean of communication for boats between the canal and the Genesee river. The Chemung canal, extending from the head waters of the Seneca lake to the Chemung river, 18 miles distant, with a navigable feeder of 13 miles, from Painted Post on the Chemung river to the summit level of the canal is nearly completed. The Crooked lake canal, 7 miles in length, extending from the outlet of the Seneca lake to the Crooked lake, near Pen Yan, is also in progress. The debt contracted for the Champlain and Erie canals, amounted, on the first of January, 1826, to $9,106,269, including $1,621,274, expended in the construction of feeders, lateral canals, dams, &c. and in the payment of salaries of the commissioners and other officers engaged in the work. The revenue from the tolls, &c. of both canals, in 1822, amounted to $64,071; in 1823, to $151,099; in 1824, to $283,329; in 1825, to $500,000; in 1826, to $675,190; in 1827, to $859,059; in 1828, to $883,000; in 1829,* to $813,137; in 1830, to $1,056,799; in 1831, to $1,202,531; in 1832, to $1,229,483; and in 1833, to $1,910,895. The total amount of the canal debt on the 1st January, 1834, was $6,673,006. Nearly one half of this debt is payable in 1837, and the residue in 1845. About one and a half millions, however, were paid in 1833, by purchasing in the stock at a premium; and it is supposed that the surplus monies on hand and those which will be received during the years 1835, '6 and '7, will be sufficient to pay the entire debt.

* The tolls of the Oswego, and Cayuga and Seneca canals are included after 1829.

CANAL PASSAGE.

Of the sources of gratification to the tourist, during the canal passage, that of novelty is perhaps the greatest. To the man of pleasure, it will be considered, perhaps, too little diversified with incident to be repeated; but to the man of business this objection will probably yield to the united considerations of the convenience and safety of this mode of conveyance. The passage boats are generally constructed 80 feet in length and 14 feet in width, and draw from 1 to 2 feet of water. The cabin occupies the whole length of the deck, excepting about 8 or 10 feet reserved at one end for the cook, and 4 or 6 feet at the other end for the pilot. The intermediate space is occupied as a cabin, constructed from the deck into a room 8 feet in height, with single births on each side, and calculated to accommodate 30 persons. The boats are drawn by three horses, one before the other, and move day and night, at the rate of 4 miles an hour. Relays are furnished every 8 or 10 miles. Boats with commodities proceed at the rate of 55 miles in 24 hours; and boats with passengers (including delays) about 85 miles in the same time.

CANAL ROUTE.

The several places and distances, as they occur on the canal route from Albany to Buffalo are as follows:

Distance from

	place to place.	Albany.	Schenectady.	Utica.	Syracuse.	Port Byron.	Rochester.	Lockport.	Buffalo.
ALBANY.....	0	0	30	110	171	200	270	333	363
Troy.....	7	7	23	103	164	193	263	326	356
Junction.....	2	9	21	101	162	191	261	321	354
Schenectady	21	30	0	80	141	170	240	303	333
Amsterdam.....	16	46	16	64	125	154	224	287	317
Schoharie Creek..	7	53	23	57	118	147	217	280	310
Caughnawaga....	4	57	27	53	114	143	213	276	306
Spraker's Basin ..	9	66	36	44	105	134	204	267	297
Canajoharie.....	3	69	39	41	102	131	201	264	294
Bowman's Creek .	3	72	42	38	99	128	198	261	291
Little Falls	16	88	58	22	83	112	182	245	275
Herkimer.....	7	95	65	15	76	105	175	238	268
German Flats....	2	97	67	13	74	103	173	236	266
Frankfort.....	3	100	70	10	71	100	170	233	263
Utica.....	10	110	80	0	61	90	160	223	253
Whitesboro'.....	3	114	84	4	57	86	156	219	249
Oriskany.....	4	117	87	7	54	83	153	216	246
Rome	8	125	95	15	46	75	145	208	238
New-London.....	7	132	102	22	39	68	138	201	231
Loomis.....	6	138	108	28	33	62	132	195	225
Oneida Creek	3	141	111	31	30	59	129	192	222
Lenox Basin	3	144	114	34	27	56	126	189	219
Canastota.....	2	146	116	36	25	54	124	187	217
New Boston.....	4	150	120	40	21	50	120	183	213
Chitteningo.....	4	154	124	44	17	46	116	179	209
Kirkville.....	4	158	128	48	13	42	112	175	205
Manlius.....	4	162	132	52	9	38	108	171	201
Orville	3	165	135	55	6	35	105	168	198
Syracuse	6	171	141	61	0	29	99	162	192
Geddes	2	173	143	63	2	27	97	160	190
Nine Mile Creek..	6	179	149	69	8	21	91	154	184
Camillus.....	1	180	150	70	9	20	90	153	183

	Distance from place to place.	Albany.	Schenectady.	Utica.	Syracuse.	Port Byron.	Rochester.	Lockport.	Buffalo.
Canton	5	185	155	75	14	15	85	148	178
Jordan	6	191	161	81	20	9	79	142	172
Weed's Port	6	197	167	87	26	3	73	136	166
Centre Port	1	198	168	88	27	2	72	135	165
Port Byron	2	200	170	90	29	0	70	133	163
Lakeport	6	206	176	96	35	6	64	127	157
Clyde	11	217	187	107	46	17	53	116	146
Lyons	9	226	196	116	55	26	44	107	137
Lockville	6	232	202	122	61	32	38	101	131
Newark	1	233	203	123	62	33	37	100	130
Port Gibson	3	236	206	126	65	36	34	97	127
Palmyra	5	241	211	131	70	41	29	92	122
Fair Port	11	252	222	142	81	52	18	81	111
Fullom's Basin	2	254	224	144	83	54	16	79	109
Pittsford	6	260	230	150	89	60	10	73	103
Rochester	10	270	240	160	99	70	0	63	93
Spencer's Basin	10	280	250	170	109	80	10	53	83
Ogden	2	282	252	172	111	82	12	51	81
Adams' Basin	3	285	255	175	114	85	15	48	78
Brockport	5	290	260	180	119	90	20	43	73
Holley	5	295	265	185	124	95	25	38	68
Murray	2	297	267	187	126	97	27	36	66
Albion	8	305	275	195	134	105	35	28	58
Portville	4	309	279	199	138	109	39	24	54
Oak Orchard	5	314	284	204	143	114	44	19	49
Medina	1	315	285	205	144	115	45	18	48
Middleport	6	321	291	211	150	121	51	12	42
Lockport	12	333	303	225	162	133	63	0	30
Pendleton	7	340	310	230	169	140	70	7	23
Tonawanda	12	352	322	262	181	152	82	19	11
Black Rock	8	360	330	250	189	160	90	27	3
BUFFALO	3	363	333	253	192	163	93	30	0

For a description of ALBANY, TROY, The JUNCTION, SCHENECTADY, and AMSTERDAM, see pages 135, 141, 144, 153, 195.

SCHOHARIE CREEK is 7 miles from Amsterdam. The ruins of Fort Hunter, at the mouth of this creek, are still visible. It was an important post during the early wars of this country. A chapel, built by Queen Anne for the Indians, is also to be seen near this place, called *Queen Anne's Chapel*. The canal crosses the creek, by means of a dam and guard lock.

CAUGHNAWAGA, 4 miles. The village is on the opposite side of the river, and is noticed at p. 195.

ANTHONY'S NOSE, 8 miles from Caughnawaga. This is a very abrupt and prominent hill on the south side of the canal, having on its top a cavern, which extends to a great depth.

SPRAKER'S BASIN, 1 mile farther, is a small village which has recently sprung up on the bank of the canal.

CANAJOHARIE, 3 miles. (*See p.* 196.)

BOWMAN'S CREEK, 1 mile.

FORT PLAIN, 3 miles. (*See p.* 196.)

EAST CANADA CREEK, 4 miles. This creek enters the Mohawk on the north side; near which Capt. Butler was killed by the Indians soon after his wanton destruction of the village of Cherry Valley.

MOHAWK CASTLE, 2 miles. The ruins of an old chapel erected for the use of the Mohawk Indians are still visible at this place, and also some slight remains of their once formidable fortifications.

Three miles farther,* as the boat approaches Little Falls, the scenery becomes highly picturesque and sublime. On either side are lofty and apparently inaccessible mountains, affording a narrow pass for the road, river and canal. Indeed, the latter, for a considerable distance, is formed by an excavation in the side of the mountain, having a wall of 20 or 30 feet to support its northern embankment. The river here, for two or three miles in extent, descends with much rapidity over a rocky and uneven bottom, and exhibits, in some instances, an appearance not unlike the rapids above the falls of the Niagara.

LITTLE FALLS, 5 miles from Mohawk Castle. (*See p.* 197.)

After leaving Little Falls, the canal enters a smooth and delightful level, including what are called the German Flats, passing near the village of HERKIMER, 7 miles from the Falls, (*see p.* 201;) from thence to FRANKFORT, 5 miles; and from thence to UTICA, 10 miles.

For a description of Utica and Trenton Falls, see pages 201 to 210.)

WHITESBOROUGH, 4 miles north-west of Utica, is a beautiful and wealthy village, located on a rich and fertile plain. The principal and most elegant street is a

---

* A brick house near this point, standing on elevated ground south of the canal, was the former residence of Gen. Herkimer. He received a wound in a skirmish during the revolution, (noticed at p. 239,) of which he died at his residence. His remains repose in an adjoining field.

short distance from, and runs parallel with the canal; from which, through branches of trees half enshrouding the village, may be seen several elegant country seats. It may be considered, indeed, as better adapted for a country residence than a place of business. At the eastern extremity of the village is shown the first framed house erected in the county of Oneida; half a mile from which, the canal passes over the Sauquait creek. Within 11 miles of the canal, on this creek, there are 84 mills of various descriptions, including several factories, some of which cost rising of $120,000. The York mills, or cotton factories, half a mile south of the canal, are considered among the best in the state, and constitute of themselves, with the houses for laborers, a compact village.

ORISKANY, 3 miles from Witesborough, is a flourishing village of about 100 houses. It is situated on the Oriskany creek, which here enters the canal as a feeder. The Oriskany Manufacturing Company have a woollen factory here, which is the most extensive of the kind of any in the state. The capital of the company is $200,000, one half of which has been paid in; and the amount of wool annually consumed is 160,000 pounds.

ROME, 8 miles. This is a half shire town of the county of Oneida, contains a court house, jail and bank, and is pleasantly situated on the north side of the old canal connecting Wood creek with the Mohawk, and about half a mile north of the Erie canal. It contains between 150 and 200 houses, principally located on one street, running east and west. The ruins of *Fort Stanwix*, near the village between Wood creek and the

Mohawk, are still visible. This fort was erected in 1758 by the British, was suffered to decay, and was afterwards rebuilt by the Americans during the revolution. 15 or 1800 men, including Indians, were sent from Montreal by Burgoyne, in 1777, to besiege the Fort. They were commanded by the Baron St. Leger. Gen. Herkimer, commandant of the militia of Tryon county, (embracing the present counties of Montgomery and Herkimer,) was sent against them with about 800 men. On meeting a detachment of Leger's forces, the militia mostly fled on the first fire. A few, however, remained and fought by the side of Gen. H. who was mortally wounded in the road between Whitestown and Rome. The Americans lost 160 killed and 240 wounded. The fort, which was commanded by Col. Gansevoort, was afterwards assaulted by Leger's army; but they were driven off by a sortie, directed by Col. Willet, and their camp plundered. Subsequently the fort was summoned to surrender; but through a stratagem of Gen. Arnold, who sent two emissaries from the camp at Stillwater, an Indian and a white man, to inform Leger of the approach of a powerful American army for the relief of the besieged, he ordered a precipitate retreat to the Oneida lake, leaving all his baggage behind.

An arsenal belonging to the U. S. is situate about half a mile west of the village and 300 yards north of the canal.

NEW-LONDON, a small village, is passed, 7 miles from Rome; and the village of LOOMIS, 6 miles farther; 3 miles from which, the canal crosses the ONEIDA CREEK. From thence to LENOX BASIN, is 3 miles; to

CANASTOTA, a new and flourishing village, 2 miles; and to NEW BOSTON, 4 miles.

CHITTENINGO is 4 miles farther. A navigable feeder enters the canal at this place. It is taken from the Chitteningo creek at the village of that name, a mile and a half distant. (*See p.* 212.) From Chitteningo to Manlius (*see p.* 212) is 8 miles; from thence to Orville 3;* and from thence 6 miles to

SYRACUSE. The appearance of this village as you approach it, is handsome. It is built on both sides of the canal, and the stores and warehouses are substantial and lofty. On the left as you come up the canal, is one of the most splendid Hotels in the state. It is of brick, four stories high, and surrounded with piazzas. There are also nearly 500 dwellings and stores, several handsome churches, a bank, court house and jail, and every thing has the appearance of a commercial bustling town. This thriving village owes its importance principally to the salt produced in its neighborhood, the whole adjacent country being impregnated with it, and springs from which immense quantities are manufactured rising in various directions. A little west of Syracuse, a plain of 300 acres is nearly covered with vats for the manufacture of salt by solar evaporation. The water is brought in logs from the great spring at Salina, one mile distant, which supplies with very little attention, the various

* At this place are inexhaustible beds of water lime, used for hydraulic cement; large quantities of which are annually exported.

ranges of vats. A light roof is constructed to each vat, which can be shoved off or on at pleasure, to permit the rays of the sun to act upon the water, or to prevent the dampness of the atmosphere from commingling therewith. The salt is taken out of these vats twice or three times during the warm season, and removed to store houses; from whence it is conveyed in barrels to the canal for transportation.

SALINA is one and a half miles north of Syracuse, and though not on the usually travelled route to the west, should be visited for the purpose of examining the principal spring, and the various salt establishments connected therewith. A packet constantly plies between the villages on a lateral canal, affording an easy and pleasant mode of conveyance.

The spring at Salina was first discovered by the Indians many years since, by being the resort of deer and other animals. The first white settlers were in the habit of boiling the water in small vessels for domestic purposes. Since then, the spring has been excavated to a very considerable depth, and affords the strongest saline water yet discovered in the world, 40 gallons yielding about a bushel of pure salt. The water is forced up to the top of an adjoining hill by a powerful hydraulian driven by the surplus waters from the Oswego canal, which commences at this place. The salt water is in this way conveyed 85 feet above the canal to a large reservoir, into which it is discharged at the rate of 300 gallons per minute. It is hence carried to the different factories in Salina and Syracuse. Of these there aere about 100 at Salina and 30 at Syracuse; there are also 26 at Liverpool, about 6 miles north-west

of Salina, and about 30 at Geddes, 2 miles west of Syracuse. The works and springs all belong to the state, to which imposts are payable to the amount of 31 cents per barrel of 5 bushels,* and every manufacturer pays two cents per bushel for the use of the water. The water is conveyed from the reservoir to the different manufactories and evaporating fields, by means of wooden pipes. The salt is manufactured generally by boiling and evaporation. There are, however, two establishments in which it is made in large wooden vats by means of hot air passing through them in large metalic pipes. The manufactories contain from 15 to 40 potash kettles, under each of which a constant fire is kept up, so that the water may not cease to boil. The first deposit of the water is thrown away. The pure salt soon after makes its appearance, and is refined for the table by means of blood, milk, rosin, &c. The springs are considered as inexhaustible; and the amount of salt manufactured at Salina, Liverpool, Syracuse and Geddes in 1833 was 1,838,646 bushels.

Salina is a flourishing village, but of less magnitude than Syracuse; though from the rapidly increasing growth of both, it is not improbable that they will ere long become a continuous town. A fine view of the Onondaga Lake, about a mile distant, is had from the place. It is six miles long and two broad. At its north-western extremity is seen the pleasant village of Liverpool, of more recent origin, but promising to be-

* These duties are applied by the constitution of the state towards the extinguishment of the canal debt.

come a place of some importance. Gypsum and petrifactions are found in great quantities in the vicinity of the lake.

The OSWEGO CANAL, from the Onondaga lake to Lake Ontario at Oswego, is 38 miles long, including 20 miles of the Oswego river, on which are several locks and dams. The whole lockage of the canal and river is 123 feet.

GEDDES, 2 miles by canal from Syracuse, is becoming a place of some importance, in consequence of the recent discovery of several valuable salt springs. They are mostly within a few rods of the canal, as well as numerous establishments for the manufacture of salt. A short distance west of the village, a fine prospect is had of the Onondaga lake and the villages of Liverpool and Salina, on its northern and eastern shores.

NINE MILE CREEK, 6 miles from Geddes. It is a stream of some magnitude, and is crossed by the canal, over two arches.

CAMILLUS, 1 mile.

CANTON, a small village, 5 miles.

JORDAN, 6 miles. A short distance east of the village, the canal crosses the Jordan creek.

WEED'S PORT, 6 miles. A thriving village of about 150 houses. A stage can be taken here daily for Auburn, 7 miles south. (*See p.* 215.)

CENTRE PORT, 1 mile.

PORT BYRON, 2 miles. The canal here crosses the Owasco creek, a stream issuing from a lake of that name 2 miles south of Auburn. The state prison is

erected on the bank of this creek, the waters of which are used for propelling the machinery.

Five miles farther are the Montezuma salt works, about ½ of a mile north of the canal, with a lateral cut leading thereto; one mile from which is the small village of

LAKE PORT. The western section of the canal (contradistinguished from the middle and eastern sections) commences at this place. From Utica to Lake Port, the mean descent of the canal is 45 feet; and there are 9 locks, ascending and descending. From Lake Port to Lockport the ascent is 185 feet, and the number of intervening locks 21. The waters of the canal at the former place are remarkably pure and chrystaline in their appearance, not unfrequently exhibiting large quantities of fish at their bottom.

One mile from Lake Port, the canal enters the Montezuma marshes, 3 miles in extent. These marshes are formed by the outlets of the Cayuga and Seneca lakes, and exhibit a most dreary, desolate and stagnant appearance. The water is generally from 4 to 8 feet deep, and the bottom covered with long grass, the usual growth of swamps, extending frequently to the surface. A long bridge is used for a tow path over a part of these marshes. Shortly after leaving them, the canal crosses and unites with the outlet of the Canandaigua lake, a sluggish stream, which, with the outlets of Cayuga and Seneca, soon form the Seneca river, which enters and constitutes a considerable part of the Oswego river.

CLYDE, 11 miles from Lake Port, is a flourishing village, containing glass works. From thence to LYONS,

a handsome village, is 9 miles; and from thence to LOCKVILLE 6 miles, to NEWARK 1 mile, and to PORT GIBSON 3 miles.

PALMYRA, 8 miles farther, is a thriving village in Wayne county. It is built chiefly on a wide street along the south bank of the canal, and is a place of considerable trade. Mud creek runs eastward, about 40 rods north of the main street, and the canal passes between the creek and the street. There are several factories and mills on this creek. Palmyra and Port Gibson are landing places for goods designed for Canandaigua.

FAIR PORT, 11 miles.

FULLOM'S BASIN, 12 miles. From this place to Rochester, by canal, is 16 miles; while the distance by land is but 7½. Travellers, accordingly, who have seen the *Great Embankment* over the Irondequoit creek, frequently take a stage, to shorten the excursion; but those who have never passed over this artificial work, should continue on the canal route. The embankment is reached in about 4 miles from Fullom's Basin, and is continued for nearly two miles at an average height of about 70 feet. The novelty of a passage at so great an elevation, is much increased in the fine prospect afforded of the surrounding country. Two miles from the embankment is the handsome village of

PITTSFORD, containing about 100 houses and several stores; and 10 miles farther is the flourishing and important city of

ROCHESTER.*

It is situated on the east and west side of the Genesee river, which, at this place, is 50 yards wide, and is crossed by 2 substantial bridges within the limits of the village. On the north side of the lower bridge, the local distinctions of East and West Rochester have been in a measure annihilated, by the erection of the Market and Exchange buildings over the Genesée, making the twain a continued village. Within its limits are two of the six falls on the river; the upper a small fall of 12 feet at the foot of the rapids, and immediately above the canal aqueduct; and the other the great fall of 97 feet, about 80 rods below. From a point of rock about the centre of these falls, at the foot of a small island, the celebrated *Sam Patch* made his last and fatal jump, in the autumn of 1829. From a scaffold elevated 25 feet above the table rock, making the entire height 125 feet, he fearlessly and carelessly precipitated himself into the abyss beneath. He did not rise at that time to the surface; nor was his body found until the following spring, when it was discovered at the mouth of the Genesee river, 6 miles below.

From a complete wilderness, Rochester has been redeemed in the comparatively short period of about 22 years, the first settlement having been made in 1812. Its situation in the immediate vicinity of the canal, and only 7 miles from Lake Ontario, with a ship navigation

---

* For a description of Rochester and the surrounding country, the editor is principally indebted to LYMAN B. LANGWORTHY, Esq. of that place.

within two miles of the town, and a rail road connected ed with the Erie canal at the east end of the aqueduct, enables its inhabitants to select a market either at New-York, Quebec, or on the borders of the great western lakes; and the many other natural advantages which it enjoys for trade and manufactures, destines it to become one of the most important places in the interior of the state. The population of Rochester at the census taken in the fall of 1827, was 10,818, making an increase of more than 3,000 within the preceding year; and the number of buildings was 1474, 352 of which had been built the season previous. Its population in 1829 was estimated at 13,000, and its number of buildings at near 2000. The Erie canal strikes the river in the south part of the village, and after following the eastern bank for half a mile, crosses the river in the centre of the village, in a splendid aqueduct, which cost rising of $80,000. This aqueduct is constructed of red free stone, and from the eastern extremity of its parapet walls to the western termination, is 804 feet long. It is built on eleven arches, one of 26, one of 30, and nine of 50 feet chord, under which water passes for flouring mills and other hydraulic establishments. The piers, which are placed on solid rock, in the bed of the river, are 4½, and the arches resting thereon 11 feet high. On the north wall, which is of sufficient thickness for the towing path, is an iron railing; and at the west end, the whole is terminated by a highway and towing path bridge, of the most solid and elegant workmanship. The canal is supplied by a navigable feeder from the Genesee, which enters it within the limits of the village, and through which boats may enter and as-

cend the river from 70 to 90 miles. It has, indeed, been recently ascertained that the river is navigable for steamboats of light burthen; and a boat is now building by a company for that purpose. The height of the canal at Rochester above the tide waters of the Hudson is 501 feet; above Lake Ontario, 270 feet; and below Lake Erie, 64 feet.

Among the public building in the village, are a court house, jail, 11 churches, 2 markets, 2 banks, and a museum, together with two valuable institutions, the Franklin Institute and Atheneum. There are also several extensive cotton and woollen manufactories, together with various operations in iron and wood, suited to the wants of a great and growing country. The Globe buildings, a majestic pile, rising from the water's edge, 5 stories, exclusive of attics, with between 130 and 140 apartments suitable for workshops and several stores, and which were a great ornament to the place, were destroyed by fire in the winter of 1834. The principal public houses are the Rochester House, Clinton House, Eagle Tavern, Mansion House, Arcade House, and Monroe House. There are also two daily and several weekly newspapers.

Within the limits of the village are 15 flouring mills, containing 63 run of stones, capable of manufacturing more than 3000 barrels of flour and consuming more than 15,000 bushels of wheat every 24 hours. Some of the mills are on a scale of magnitude perhaps not equalled in the world. One of them contains more than four acres of flooring, and all are considered unrivalled in the perfection of their machinery. Indeed, so powerful and complete is the whole flouring apparatus, that

there are several single runs of stones which grind, and the machinery connected therewith, bolt and pack 100 barrels of flour per day.

Charters are granted for two important rail roads; one to Batavia on the west, and the other to Dansville on the east side of the river. The stocks of both have been taken up, and the works will probably be commenced the present season (1834.)

The ARCADE, erected in 1829, is 100 feet in front, 135 feet in depth, and four stories high, exclusive of the attic and basement. It has 6 stories in front, with a large opening for a passage to the *Arcade*, where the post office, atheneum, arcade house, and a variety of offices are located. From the centre arises an observatory in the form of a Chinese Pagoda, which overlooks the surrounding country; and in clear weather the lake can be seen like a strip of blue cloud in the horizon. The front of this edifice is stuccoed, in imitation of marble, except the first story, which is of the Oswego red free stone.

Rochester has, during the present year (1834,) become an incorporated city. In population, it has gained but little within the last three years; but in business, stability, wealth and responsibility, it has experienced a most important and beneficial improvement. After a reverse of no inconsiderable magnitude, consequent upon a *too rapid growth* for the interior, the Phœnix is now rising from its ashes; the improvements in building, though less rapid than formerly, are nevertheless in steady progress, and of a much more permanent character, and the city bids fair ultimately to reach

the goal to which it seems entitled by its great natural advantages.

The geological structure of this region can be easily traced, and is beautifully illustrated in the banks of the river, which are from 100 to 200 feet in height, with a descent of 270 feet to the lake. At Carthage, two miles below, are a great variety of petrefactions, which have been blasted from the rocks in forming a canal for mill privileges. Seven miles from Rochester, a part of the way on the ridge road, on the east side of the river, is Irondequoit bay, with a high sand ridge running across it, except about two rods, where there is a channel; the shore is fine and sandy, and equals any in America for bathing. The bay is also celebrated for fishing and fowling.

STAGES leave Rochester daily, by way of Palmyra, Weed's Basin, Syracuse, Cherry Valley and Schoharie for *Albany*, 217 miles; and by way of Canandaigua, Geneva, Auburn, Skaneateles, Onondaga, Utica, Little Falls and Schenectady, for *Albany*, 237 miles. They also leave daily, by way of Lewiston (passing over the ridge road) and Niagara Falls, for *Buffalo*, 104 miles;* and by way of Caledonia, Le Roy and Batavia, for *Buffalo*, 77 miles.

PACKET BOATS, also, leave Rochester every morning for Buffalo and for Albany.

---

* The ridge road commences 2½ miles from Rochester, over which the following are the intervening distances between that place and Buffalo: Carthage Falls 2 miles, Parma 9, Clarkson 7, Murray 7, Ridgeway 15, Hartland 10, Cambria 12, Lewiston 12, Niagara Falls 7, Buffalo 22.

The new and splendid STEAM BOAT, the United States, constantly plies during the summer season between Lewiston on the Niagara, and Ogdensburgh on the St. Lawrence river, touching at Carthage Landing, two miles from Rochester, at the junction of the rail road, by which passages may be had to the Falls or Montreal once a week. Two other new boats are now building, to ply on this and other routes, so as to make a *daily* line, touching at every port on the Lake. [*This route is more fully noticed under the head of Lake Ontario.*]

Before leaving Rochester, (unless the ridge road or steam boat route should be taken,) the traveller will find it an object of interest to visit

CARTHAGE, 2 miles down the Genesee river. This village derived its consequence from an elegant bridge, which, during its existence, formed the most eligible route to the western part of the state. The bridge was erected across the river just below the basin of the falls, which are 70 feet. It consisted of a single arch, whose chord measured 300 feet. The distance from the centre to the river was 250 feet. This stupendous fabric stood a short time after its construction, and at length fell under the pressure of its own weight. One of the abutments is still standing; and from its situation, visitants may judge of the former position of the bridge, and the almost impious presumption of man in attempting to overcome height, space, gravity, and the resistless fury of the elements. Vessels from the lake, 5 miles distant, ascend up the river to these falls, where they are laden and unladen by means of an inclined plane—the descending weight being made to raise a lighter one by its superior gravity.

The Rochester rail road ends here, and is connected with the navigation of the Lake—the carriages both for passengers and for burthen passing up and down every half hour.

The great western level on the canal commences two miles east of Rochester; from whence to Lockport a distance of 65 miles, there is no lock. Between these places the route is mostly through a wilderness. Occasionally a new village is seen springing up on the banks of the canal; and appearances indicate, that the forest on the whole line will ere long give place to cultivation and compact settlements.

SPENCER'S BASIN, a small village, is 12 miles from Rochester; and from thence to

BROCKPORT is 8 miles. This is a fine, thriving village, containing between 3 and 400 houses, about 2500 inhabitants, 12 or 14 respectable stores, 3 churches, a seminary of learning, and all the other concomitants of a neat and industrious town. At this place are annually purchased from 2 to 300,000 bushels of wheat for the Rochester mills.

HOLLEY, 5 miles. A short distance east of the village is the *Holley Embankment* and culvert, over Sandy creek, elevating the canal 87 feet above the level of the creek.

ALBION, 10 miles: a pleasant and improving village, with about 1000 inhabitants and a respectable share of business. It has some mill privileges and is surrounded by a fine farming country. Eight miles farther, in the town of Ridgeway, a public road passes *under* the

canal, through a handsome arch; one mile from which, is the village of

MEDINA, on the bank of Oak Orchard creek. It contains about 1500 inhabitants, who derive much advantage from the water privileges afforded by the creek, and from the rich and fertile country in the vicinity. The village is in a thriving condition, and bids fair to become a place of some importance. The canal here crosses the creek over the largest arch on the whole route. There are circular steps leading to the bottom; from whence is a foot path passing underneath and leading to the village. As the boat "waits for no man," passengers desirous of seeing this artificial work, should go ashore before reaching it, and gain time by a rapid walk. They can be received on board again at the village, where the boat stops to land and receive passengers.

MIDDLEPORT, 6 miles.

LOCKPORT, 12 miles. By far the most gigantic works on the whole line of the canal are at this place. After travelling between 60 and 70 miles on a perfect level, the traveller here strikes the foot of the "Mountain Ridge," which is surmounted by 5 magnificent locks of 12 feet each, connected with 5 more of equal dimensions for descending—so that while one boat is raised to an elevation of 60 feet, another is seen sinking into the broad basin below. The locks are of the finest imaginable workmanship, with stone steps in the centre and on either side, guarded with iron railings, for the convenience and safety of passengers. Added to this stupendous work, an excavation is continued

through the mountain ridge, composed of rock, a distance of three miles, at an average depth of 20 feet. When viewing this part of the canal, we are amazed with the consideration of what may be accomplished by human means.

The village of Lockport is partly located on the mountain ridge, immediately above the locks, and partly below; and though "founded on a rock," surrounded with rocks, and with little or no soil, it has already become a place of much importance. In 1821, there were but 2 houses in the place; now there are between 4 and 500, and upwarps of 4000 inhabitants. The village also contains a bank, and several commodious public houses. The canal here being on the highest summit level, and supplied with water from Lake Erie, (distant 30 miles,) an abundance is obtained for hydraulic purposes, affording to the village a lasting and permanent power for mills and manufactories of various kinds.

In the excavation through the mountain, several minerals were discovered; among which were some of the finest specimens of dog tooth spar ever found in the U. States. At first they were easily obtained; but they have lately become an object of profit, and are sold at prices corresponding with their beauty.

Seven miles from Lockport,* at PENDLETON, the canal enters the Tonnewanta creek, and continues there-

* Passengers in packets, who wish to visit the Falls, generally take a stage at Lockport, and proceed directly to Manchester (the American Fall) 23 miles distant, or to Lewiston, 7 miles below the Falls; visiting the latter afterwards.

in 12 miles to its mouth, at TONAWANDA, where is a dam 4½ feet high. From thence it is continued on the bank of the Niagara 8 miles to BLACK ROCK, (noticed in a subsequent page) where it unites with the harbor, and from thence on the bank of the river 3 miles, to the city of

BUFFALO.

It is situated at the outlet of Lake Erie. It is a beautiful and thriving town, and with the advantages of both a natural and artificial navigation, is destined to become one of the most important places in the state. Its present population is estimated at upwards of 12,000, and the number of buildings at rising of 2000. The Erie canal commences in this village, near the outlet of the Buffalo creek, and passes through an extensive and perfectly level plot, equidistant from the shore of the lake and the high grounds called the *Terrace.* From the canal are cut, at very suitable distances, *lateral canals* and *basins*, rendering the whole of the *lower town* contiguous to water communication. Stores and warehouses are so constructed as to receive the boats along side. In its location, Buffalo is in the midst of the enterprize and business of this new world. All the manufactures and migrating population from the north and east here find a resting place, and the agricultural products of the *west*, coming from the long extended lakes, here seek a new avenue to the Atlantic. The *lower town* is rapidly spreading over that part below the Terrace, where begins a gentle and equal rise of ground, continuing nearly and perhaps quite two miles, and then falls away to a perfect level as far as the eye can

reach, bounded only by the horizon. Upon this elevated ground there is a charming view of the lake, Niagara river, the canal with all its branches, the Buffalo creek, the town itself, and the Canada shore; a prospect from which every one parts with reluctance. The streets are very broad, and passing from high grounds over the Terrace to the water, are intersected with cross streets. There are three public squares of some extent, which add much to the beauty of the town. The public buildings are a court-house, situated on the highest part of Main-street, well proportioned and handsomely ornamented. The large park in front of it, which has been recently enclosed and set round with forest trees, will in a short time add much to the beauty of this part of the town. The Presbyterian meeting house, standing near the Episcopal church upon a semicircular common on Main-street, is an edifice of very commanding appearance. There are other houses of public worship erected by the Congregationalists, Baptists, Methodists, Unitarians, Universalists and Catholics, some of which are beautiful specimens of architecture, and would do credit to any city in America. There are many spacious hotels for the accommodation of the traveller; among which, the Eagle Tavern, formerly kept by Mr. Rathbun, now by Mr. Harrington, who is the sole proprietor of the establishment, is considered one of the best in the union.

The place (then a village) was burnt by the British in 1814, when there was but one house left standing. This is still pointed out in the upper part of the town. It was not until considerable time had elapsed after this, that Buffalo began to be rebuilt, nor until the canal was

located, did it rise with much promise. It is now a city, having been incorporated as such in 1832, is rapidly rising into importance, and will become inevitably the Liverpool of Western New-York. Two years have made more improvements in that place than in any other town of the west. A ship canal 80 feet wide and 13 feet deep, was completed in 1833, across from the harbor, near the outlet of Buffalo creek to the canal, a distance of about 700 yards. Also a boat canal commencing at the Big Buffalo creek, near Mr. Kip's railway, to the Little Buffalo creek, a distance of 1,600 feet. A rail road is making between Black Rock and the city, along the line of the canal, and will probably be finished the present season, (1834,) and continued, as is contemplated, to the Niagara Falls. Within the past season there have been erected several blocks of four story fire proof buildings, intended for stores and warehouses, most of which were rented at a high price before the foundations were laid. Buffalo is thus rapidly pressing on to distinction, having within her grasp those substantial advantages which lead to certain prosperity. The commerce of the place has increased at an unexampled rate. Between twenty and thirty steam-boats ply between Buffalo and various places on the lake. A morning and evening boat leave the harbor daily for Detroit, and additional boats are building which will even increase the facilities of communication. A large number of square rigged schooners whiten the lake with their canvass, and bear to and from Buffalo immense quantities of merchandize and agricultural products.

As this place was the theatre of important events during the last war, the writer had expected to find in the city church yard some monuments to the memory of the brave who fell during that period. But he discovered only one; it contained the following inscription: "To the memory of Maj. Wm. Howe Cuyler, who was killed at Black Rock by a shot from the enemy, on the night of the 9th October, 1812, while humanely administering to the relief of the wounded soldiers, who intrepidly crossed to the British shore, and brought over the Adams frigate, that had been surrendered by Gen. Hull, and the Caledonia ship belonging to the enemy. He was in the 35th year of his age, and son of the late Henry Cuyler, Esq. of Greenbush, in this state."

The *Seneca Village*, settled by about 900 Indians, principally Senecas, with some Onondagas and Cayugas dwelling amongst them, is from 3 to 4 miles south east of Buffalo. They own 49,000 acres, reaching to the very bounds of the city, a greater part of which is luxuriantly fertile. A mission is established on the reservation, and a school kept for the instruction of Indian children. Near the Seneca Village is a sulphur spring, which is much resorted to during the summer season.

Stages leave Buffalo every morning and evening for Utica—the morning line going through by day-light in 3 days—the evening, day and night, in two days. A line also runs daily to Rochester. There are also several other lines which leave daily for Geneseo, Allegany, Cattaraugus, Cleveland, &c. &c.

THE WESTERN LAKES.

Before proceeding down the Niagara river to the Falls, it may be interesting to tourists to examine a brief description of the great chain of lakes whose waters flow through this channel. It will give a more adequate idea of the vast amount of waters which are united in this stupendous river.

Lake Superior, the first and westernmost of these inland seas, lies between 46o and 49° of north latitude, and between 84° and 93° west longitude from London. Its length is 459, and its average width 109 miles. About 40 small and 3 large rivers enter into this lake, on one of which, just before its entrance, are perpendicular falls of more than 600 feet. The water of the lake is remarkably transparent, so much so, that a canoe over the depth of six fathoms seems rather suspended in air than resting on the water. The outlet of the lake is called the river St. Marie, which is 90 miles long, its waters flowing into

Lake Huron. This lake is on the boundary between the U. States and Canada, 218 miles long from east to west, and 180 broad. Besides the waters of Lake Superior, it receives the waters of

Lake Michigan, which is 300 miles long and about 50 miles wide. At its northwest corner a large inlet opens, called Green Bay, about 100 miles long, and from 15 to 20 broad, into which Fox river empties. Three miles from the mouth of this river is Green Bay village, a very considerable settlement, and a U. States military post, called Fort Howard. The fort is built of stone, and is on a beautiful rise of ground. Steam-boats

from Buffalo visit this place occasionally during the summer—distance 807 miles. Besides the Fox, the St. Joseph and Grand, two very important rivers, and innumerable smaller streams, discharge their waters into Lake Michigan.

Near the mouth of the straits which unite the Michigan with the Huron lake, and within the latter, is the island of Michilimackinac, commonly called Mackinaw, distinguished as a military post during the French war, and occupied as such by the government of the U. S. at the present time. The island is about 9 miles in circumference; the village of Mackinaw, which is on its south east side, is surrounded with a steep cliff 150 feet high. On the top of this cliff stands a fort; half a mile from which, on another summit, 300 feet above the level of the lake, is Fort Holmes, commanding an extensive prospect of both lakes. Mackinaw is 180 miles NE. of Fort Howard, 313 N. of Detroit, and 627 NW. of Buffalo.

The waters of these lakes thus congregated, enter the St. Clair river, 40 miles long, to the St. Clair Lake, which is about 90 miles in circumference. From this lake they enter the Detroit river, on which the city of Detroit* stands, 9 miles below the lake, and communicate with Lake Erie, 19 miles from Detroit.

---

*In the year 1811, a passage from Buffalo to Detroit, usually required from 5 to 7 days—some were made in less time, but in cases of head winds, the time was frequently longer. These passages were generally in schooners, the most of which were comfortably fitted up, and well provided. Travellers and merchants were,

LAKE ERIE is on the boundary line between the U. S. and Upper Canada. It is 290 miles long from SW. to NE., and in the widest part, 63 broad. Besides the waters of the upper lakes, it receives the Cayahoga river and several tributary streams.

Such are the sources of the NIAGARA; a river inferior in splendor to none, perhaps, in the world.

FROM BUFFALO TO NIAGARA FALLS,

on the American side.

A stage leaves Buffalo every morning at 6 o'clock, passing through the village of Black Rock 3 miles, Tonawanda 9 miles, (where the canal enters the Tonawanta creek,) Niagara Falls 11 miles. Fare $1. This line, after giving passengers an opportunity of witnessing the Falls for 2 or 3 hours, proceeds to Youngstown, or Fort Niagara, passing through Lewiston.

On the Canada side.

A stage leaves Buffalo, daily, at 8 A. M. passes through Black Rock 3 miles, crosses the ferry to Waterloo, 1 mile, and proceeds to Chippewa battle ground 15

---

however, not unfrequently, obliged to wait ten days for the appearance of a vessel, or a fair wind. Now trips are made in steamboats in about 40 hours. In proceeding from Buffalo to Detroit, the boats land passengers at Erie, 90 miles—Grand River, 60—Cleveland, 30—and at Sandusky, 55—from whence to Detroit is 71 miles—total 305 miles. Boats also leave Buffalo daily for Erie, Penn. touching at Dunkirk and Portland.

miles, Chippewa village 1 mile, Niagara Falls 2 miles. Fare, including ferriage, $1,12. Stages leave Niagara at 3 P. M. for Queenston and Fort George.

A steam-boat leaves Buffalo every morning at 8 o'clock, passing every other day around Grand Island, and reaches the village of Chippewa about noon; from whence passengers take stages for the Falls. The boat returns to Buffalo at 7 P. M. Fare each way $1.

BLACK ROCK, 3 miles from Buffalo, is a village of considerable magnitude on the west bank of the Niagara river. It was burnt by the British in 1814; but has been rebuilt, and is much increased from its former size. Among its most prominent buildings is the private mansion of Gen. Peter B. Porter, late secretary of war, which has a very handsome appearance from the water. A pier in the river, about 2 miles long, affords a harbor to the village, and is used as a part of the grand canal. The dam, however, has been found insufficient to withstand the force of the current. Repeated injuries are sustained, and vessels now seldom enter the harbor. The Niagara river is here one mile wide, and is crossed in a horse boat. Opposite Black Rock, on the Canada side, is the small village of

WATERLOO; a little south of which stand the ruins of FORT ERIE, rendered memorable as the theatre of several severe engagements during the last war. The last and most decisive battle fought at this place, was on the night of the 15th of August, 1814. The fort was occupied by the Americans; and its possession was considered an object of importance to the British. Taking advantage of the darkness of the night, they

made repeated and furious assaults, and were as often repulsed; until, at length, they succeeded, by superior force, in gaining a bastion. After maintaining it for a short time, at the expense of many lives, accident placed it again in the hands of the Americans. Several cartriges which had been placed in a stone building adjoning exploded, producing tremendous slaughter and death among the British. They soon retreated, leaving on the field 221 killed, among whom were Cols. Scott and Drummond, 174 wounded, and 186 prisoners. The American loss was 17 killed, 56 wounded, and 11 missing.

This action was followed by a splendid sortie near the fort on the 17th of the following month, which resulted in a loss to the British of near 1000, including 385 prisoners, and to the Americans of 511 killed, wounded and missing.

From Waterloo to CHIPPEWA BATTLE GROUND is 15 miles, over a tolerably good, though sandy road.

The *Battle of Chippewa* was fought on the 5th of July, 1814, and has been described as one of the most brilliant spectacles that could well be conceived. The day (says a writer) was clear and bright; and the plain such as might have been selected for a parade or a tournament; the troops on both sides, though not numerous, admirably disciplined; the generals leading on their columns in person; the glitter of the arms in the sun, and the precision and distinctness of every movement, were all calculated to carry the mind back to the scenes of ancient story or poetry—to the plains of Latium or of Troy, and all those recollections which fill

the imagination with images of personal heroism and romantic valor.

After some skirmishing, the British Indians were discovered in the rear of the American camp. Gen. Porter, with his volunteers and Indians, were directed to scour in the adjoining forest. This force had nearly debouched from the woods opposite Chippewa, when it was ascertained that the whole British force, under Gen. Riall, had crossed the Chippewa bridge. Gen. Brown gave immediate orders to Gen. Scott to advance with his brigade, and to Gen. Ripley to be in readiness to support. In a few minutes the British line was discovered formed and rapidly advancing, their right on the woods, and their left on the river. Their object was to gain the bridge across a small creek in front of the American encampment, which, if done, would have compelled the Americans to retire. This bridge, however, was soon gained by Gen. Scott and crossed, under a tremendous fire of the British artillery, and his line formed. The British orders were to give one volley at a distance, and immediately charge. But such was the warmth of our musquetry that they could not withstand it, and were obliged to retreat before the appearance of Ripley's brigade, which had been directed to make a movement through the woods upon the enemy's right flank. The British recrossed the Chippewa bridge, which they broke down on their retreat, having suffered a loss in killed, wounded and missing, of 514. The American loss was 328.

CHIPPEWA VILLAGE is one mile north of the battle ground. It contains a small cluster of buildings and a few mills situate on the Chippewa creek, which runs

through the village. The steam-boat from Buffalo lands passengers at this place.* One mile farther is

BRIDGEWATER or LUNDY'S LANE, celebrated as the ground on which an important battle was fought, 20 days after the battle of Chippewa. The scene of action was near the mighty cataract of Niagara, within the sound of its thunders, and was, in proportion to the numbers engaged, the most sanguinary, and decidedly the best fought of any action which ever took place on the American continent. The following letter, written by a surgeon of one of the regiments, the day after the engagement, contains many interesting particulars:

"In the afternoon the enemy advanced towards Chippewa with a powerful force. At 6 o'clock Gen. Scott was ordered to advance with his brigade and attack them. He was soon reinforced by General Ripley's brigade; they met the enemy below the falls. They had selected their ground for the night, intending to attack our camp before day-light. The action began just before 7, and an uninterrupted stream of musketry continued till half past 8, when there was some cessation, the British falling back. It soon began again with some artillery, which, with slight interruptions, continued till half past 10, when there was a charge, and a tremendous stream of fire closed the conflict. Both armies fought with a desperation bordering on madness; neither would yield the palm, but each retired a short distance, wearied out with fatigue.

---

*A steam-boat also runs from this place on the Canada side of Lake Erie, to Detroit.

Such a constant and destructive fire was never before sustained by American troops without falling back.

"The enemy had collected their whole force in the peninsula, and were reinforced by troops from Lord Wellington's army, just landed from Kingston. For two hours the two hostile lines were within 20 yards of each other, and so frequently intermingled, that often an officer would order an enemy's platoon. The moon shone bright; but part of our men being dressed like the Glengarian regiment caused the deception. They frequently charged, and were as often driven back. Our regiment, under Colonel Miller, was ordered to storm the British battery. We charged, and took every piece of the enemy's cannon. We kept possession of the ground and cannon until 12 o'clock at night, when we all fell back more than 2 miles. This was done to secure our camp, which might otherwise have been attacked in the rear. Our horses being most of them killed, and there being no ropes to the pieces, we got off but two or three. The men were so excessively fatigued they could not drag them. We lost one howitzer; the horses being on full gallop towards the enemy to attack them, the riders were shot off and the horses ran through the enemy's line. We lost one piece of cannon, which was too much advanced, every man being shot that had charge of it but two. Several of our caissons were blown up by their rockets, which did some injury, and deprived our cannon of ammunition. The lines were so near that cannon could not be used with advantage."

The British loss in killed, wounded and prisoners was 878, and the American loss 860.

The road to the falls passes directly over the hill where the British artillery was posted at the time Scott's brigade commenced the action; and the houses in the village of Bridgewater—the trees and fences in the vicinity, still retain marks of the combat. Many graves are seen upon the hill; among others, that of Capt. Hull, son of the late Gen. Hull, who distinguished himself and fell in this action. Most of the slain were collected and burned upon the battle ground; on which spot it is in contemplation to erect a church.

BURNING SPRING.

About half a mile north of Lundy's Lane, and within a few feet of the rapids in the Niagara river, is a Burning Spring. The water is warm and surcharged with sulphuretted hydrogen gas. The water rises in a barrel, which is covered, and the gas escapes through a tube. On applying a candle to the tube, the gas takes fire, and burns with a brilliant flame until blown out; and on closing the building for a short time in which the spring is contained, and afterwards entering it with a lighted candle, an explosion may be produced. A small fee for the exhibition is required by the keeper of the spring.

Half a mile from the Burning Springs are the celebrated

NIAGARA FALLS.

They are situated on the Niagara river, which unites the waters of Lake Erie and the upper lakes with Lake Ontario and the St. Lawrence. The river is 35 miles in length, and from half a mile to 5 or 6 miles in width. The banks of the river vary in their height above the Falls, from 4 to 100 feet. Immediately below the

falls, the precipice is not less than 300 feet, and from thence to Lake Ontario it gradually diminishes to the height of 25 or 30 feet. The Niagara river contains a number of islands, the principal of which is Grand Island, which was ceded to the state of New-York by the Seneca nation of Indians, in 1815. For the grant the state paid $1000 down, and secured an annuity of $500. This island is 12 miles long, and from 2 to 7 broad.

The Falls are situated below Grand Island, about 20 miles distant from Lake Erie, and 14 from Lake Ontario. At Chippewa creek, 2 miles above the Falls, the width of the river is nearly 2 miles, and its current extremely rapid. From thence to the Falls it gradually narrows to about 1 mile in width. The descent of the rapids has been estimated at 58 feet. The course of the river above the Falls is north-westwardly, and below it turns abruptly to the northeast, flowing about a mile and a half, when it assumes a northern direction to Lake Ontario. The cataract pours over a summit in the form of a crescent, extending some distance up the stream. The sheet of water is separated by Goat Island, leaving the grand fall on the Canada side about 600 yards wide, and the high fall on the American side about 300. The fall on the American side drops almost perpendicularly to the distance of 164 feet. The grand or horse-shoe fall, on the Canada side, descends to the river below in the form of a curve, 158 feet, projecting about 50 feet from the base. The whole height, including the descent of the rapids above, is 216 feet.

On the Canada side.

The view from the table rock, has been generally considered preferable; but this point must be decided

by the different tastes of visitors. The table rock projects about 50 feet, and between it and the Falls an irregular arch is formed, which extends under the pitch almost without interruption, to the island. The descent from the table rock is by means of a spiral stair-way, which is enclosed. Visitants desirous of passing in the rear of the great sheet of water, are supplied by the keeper of the stairs with dresses for that purpose, and with a guide. On reaching the bottom a rough path winds along the foot of the precipice and leads under the excavated bank, which, in one place, overhangs about 40 feet. The entrance into the tremendous cavern behind the falling sheet should never be attempted by persons of weak nerves. The humidity of the atmosphere, which, at times, almost prevents respiration; the deafening roar of the foaming torrent, and the sombre appearance of surrounding objects, is oftentimes calculated to unnerve the stoutest frame. The farthest distance that can be approached, is to what is called *Termination Rock*, 153 feet from the commencement of the volume of water at Table Rock. Few, however, have the courage to proceed that distance, and seldom go farther than 100 feet.

A large crack in the table rock, which has increased annually for some years, renders it very certain that a considerable proportion will ere long fall into the abyss below. The part thus cracked is nearly 50 feet in width, and might be blasted off without difficulty. The height of this rock has been ascertained to be 163 feet; while that of the Falls, measuring from the bridge near the terrapin rocks, has proved to be 158 feet 4 inches.

The Pavilion, kept by Mr. Forsyth, on the Canada side, is on a lofty eminence above the Falls; affording from its piazzas and roof a beautiful prospect of the surrounding scenery. It is a handsomly constructed building, and can accommodate from 100 to 150 guests. Among the improvements lately made by Mr. Forsyth, is a new platform along what is called the upper bank, between his house and the river, giving an easy descent to the Table Rock, and also a new stair case from the rock to the bank below, affording a pleasant and safe means of obtaining one of the best views of the Falls. He allows no charge to be exacted for descending this stair case, and provides guides and attendants for those who wish to pass under the falling sheet of water.

From the Table Rock the traveller passes by the museum along the wooded bank of the river, until he arrives at the road leading down to the Ferry House, half a mile below the Horse Shoe Fall. At this point of the road he obtains a full view of the plot designed for the village of "Clifton." When the "Crescent" shall be occupied by tasteful cottages, and a little shrubbery added to the beautiful trees and plants which grow luxuriantly at present along its front, there will be few retreats more desirable, more picturesque, or healthful, as a summer residence, than this spot. The property consisting of forty acres of land, was purchased in 1831 by Capt. Creighton, an English officer, who is indefatigable in ornamenting the ground, without allowing his improvements to interfere with the grandeur and magnificence of the surrounding scenery. A large stone building has also been recently erected for a public house, at the commencement of the ferry road; from

whence a splendid view of both falls, the river, islands, &c. may be had. Row boats are continually crossing the river from the termination of this road. The rapidity of the current, the numerous eddies, and the agitated appearance of the water, are calculated to impress a stranger with the idea that a passage is hazardous. But we believe few if any accidents have ever happened. The boatmen are skilful, and the crossing is generally effected in about 15 minutes.

The Falls on the American side,

Though less gigantic, are nevertheless beautiful; and would *alone* be considered one of the greatest natural curiosities in the world. A flight of stairs has been constructed from the bank a few rods below the falls to the bottom. In consequence of a rocky barrier in front of the falling sheet, it can be approached to within a few feet; though not without encountering a plentiful shower of the spray. About a quarter of a mile above the fall a bridge has been constructed from the shore to Bath Island; which is connected by means of another bridge with Goat Island. The sensation in crossing these bridges, and particularly the first,* over the tre-

* Gen. Peter B. Porter, of Black Rock, to whom the public are indebted for the construction of this bridge, informed me that its erection was not effected without considerable danger. Two large trees, hewed to correspond with their shape, were first constructed into a temporary bridge, the buts fastened to the shore, with the lightest ends projecting over the rapids. At the extremity of the projection, a small pier of stone

mendous rapids beneath, is calculated to alarm the traveller for his safety, and hasten him in his execursion to the Island. On Bath Island, mills have been erected, contiguous to what is termed the *race-way*, which divides Bath from Goat Island. The latter, which is 330 yards broad, is principally a wilderness. On the southern and western banks an extensive view is had of the rapids above and of the grand fall on the Canada side. But the best view of the latter is obtained from a small bridge which has been erected from the island to the *Terrapin rocks*, adjoining the falls, 300 feet from the shore. From the end of this bridge, which is placed on the very verge of the precipice, the frightful abyss, covered with a foam of snowy whiteness, is seen beneath. No one can witness it at first, without involuntarily shrinking back. A fear that the frail structure on which he stands may possibly give way, induces him to retrace his steps with as little delay as practicable; and it is not until after repeated visits, that this alarm wholly subsides.

---

was first placed in the river, and when this became secure, logs were sunk around it, locked in such a manner as to form a frame, which was filled with stone. A bridge was then made to this pier, the temporary bridge shoved forward, and another pier formed, until the whole was completed. One man fell into the rapids during the work. At first, owing to the velocity with which he was carried forward, he was unable to hold upon the projecting rocks; but through great bodily exertions to lessen the motion, by swimming against the current, he was enabled to seize upon a rock, from which he was taken by means of a rope.

At the foot of Iris Island (adjoining Goat Island) is what is called the *Biddle stair-way*, erected by N. Biddle, Esq. president of the U. S. Bank. This affords a safe and easy passage to a position more favorable than any other for viewing this stupendous work of nature. The elevation of the island above the margin of the river or basin below, is 185 feet. The descent of the first 40 feet is effected by a flight of steps, commencing in the interior of the island, and descending in a rapid declivity to the brow of the perpendicular work, through a dugway walled on both sides; the second flight is by a spiral stair way of 88 steps, down a perpendicular building in the shape of a hexicon, resting on a firm foundation—the whole handsomely enclosed. From the foot of this building to the river below, (about 90 feet) are three paths formed of stone steps, and leading to the water in different directions. *

The amount of water which passes over the respective falls, has been estimated by Dr. Dwight at more than 100 millions of tons an hour. No method can be devised for ascertaining the depth at the principal fall; but it is not improbable that it may be 6 or 800 feet; as the depth of the stream half a mile below is from 250 to 260 feet.

To a stranger who shall examine the rapids above the falls, it will seem incredible that Goat Island should

---

* It was from ladders erected at this place that the celebrated Sam Patch made a descent of 118 feet into the water below, a short time previous to his fatal leap at Rochester in the fall of 1829.

ever have been visited previous to the construction of the bridge. Yet as early as 1765,* several French officers were conveyed to it by Indians in canoes, carefully dropping down the river; and it is but a few years since Gen. Porter, of Black Rock, with some other gentlemen, also made a trip to the Island in a boat. They found but little trouble in descending; but their return was difficult and hazardous. It was effected by shoving the boat with setting poles up the most shallow part of the current, for half a mile, before making for the shore.

Falling into the current within a mile of the falls, is considered fatal. Several accidents of this kind have happened; and no one, (save in the instance mentioned in a preceding page,) has ever reached the shore. Many bodies have been found below the falls—those that have fallen in the centre of the stream, without any external marks of injury; and those that have fallen near the shore, much lacerated and disfigured. The latter has probably been occasioned by coming in contact with rocks in shallow water, before reaching the cataract. It is but a few years since an Indian, partially intoxicated, in attempting to cross the river near Chippewa, was forced near the rapids; when finding all efforts to regain the shore unavailing, he lay down in his canoe, and was soon plunged into the tremendous vortex below. He was never seen afterwards.

---

* Trees marked 1765 and 1769, are still to be seen on the island.

There are two large boarding establishments on the American side, in what is called the village of Manchester. The Eagle Tavern kept by Gen. Whitney, is the oldest and is entitled to a full share of patronage. The other more recently erected, is a handsome building with pleasant and airy apartments. The village was burnt by the British in 1813; but it has been rebuilt, and though small, is larger than it was previous to that event.

In giving a general description of the Falls, we have, in crossing to the American side, diverged from our proposed route. While on the Canada shore, it is recommended to tourists to visit the Deep Cut on the Welland canal, eight miles west of the Falls; return; proceed down the Niagara river through Queenston to Fort George or Newark; cross over to Fort Niagara or Youngstown, and proceed up the river, through Lewiston to Manchester. For a short excursion, there are many objects of attraction on this route, which are noticed hereafter.

The WELLAND CANAL unites the waters of Lake Erie and Ontario, and is constructed for sloops of 125 tons burthen. The canal commences at Port Maitland, at the mouth of the Grand river on Lake Erie, 40 miles west of Buffalo, and follows the channel of that stream nearly a mile and a half, and thence up Broad creek nearly a mile, where the artificial channel commences by a cut of 10 miles through a marsh. It then proceeds down mill creek 2½ miles until it intersects the Welland river, into which it descends by a lock of eight feet lift; thence a towing path is constructed along the banks 10 miles—the marsh excavation from

10 to 16 feet. From Welland river the canal runs in a northerly direction winding up a ravine 66 chains, having 8 or 10 feet cutting; where commences the deep cutting or dividing ridge, an almost abrupt height of 27 feet above the canal bottom. It thence runs gradually to 56 feet 6 inches in a distance of 100 chains; thence descends to 30 feet in 28 chains, which as abruptly breaks off in another ravine; whole distance through the deep cut 1 mile 54 chains; average depth 44 feet. To the depth of from 12 to 18 feet from the surface, it is a compound of clay, mixed with sand, and below this a tenacious blue clay. From the termination of the deep cut to that part where the mountain descends, is a distance of 4 miles and 23 chains, to lock No. 1 as it is called, although it is properly lock No. 2. From lock No. 1 the canal continues in a ravine 53 chains, gradually descending by 4 locks of 22 feet width; and thence for 1 mile and 55 chains it winds around the brow of a hill. There are 17 locks in this distance, and 60,000 yards of rock excavation. From this place the canal enters another ravine to St. Catharine's, a distance of 2½ miles, in which there are 12 locks. This may be termed the mountain descent, as in a distance of 4 miles and 72½ chains from lock No. 1, there are 32 locks, with a declination of 322 feet, 22 feet wide and 100 feet in the pool. From this to Lake Ontario, a distance of 5 miles, the canal is mostly in the bed of the Twelve Mile creek. There are three locks in this section, including the one at the harbor, each 32 feet wide and 125 feet long; and five positions are taken for dams, one of which is 23 feet high.

The whole length of this canal is 43½ miles, a little more than 19 of which are slack water; the total amount of lockage 334 feet.

The Deep Cut is considered the most gigantic artificial work in America, if we except the Desague near Mexico; and with the precipice of locks which descend the mountain ridge, forms altogether one of the most interesting improvements of the age.

From the Falls on the Canada side to QUEENSTON the distance is 7 miles, over a good road which passes the former residence of the Duke of Richmond, since owned by Sir Peregrine Maitland. Queenston lies on the bank of the Niagara, and has little in its appearance indicating a prosperous or thriving village.

The battle of Queenston, which was fought at this place, occurred on the 13th of Oct. 1812. Gen. Van Rensselaer, who had command of the American troops at Lewiston, on the opposite side of the river, determined on crossing over and taking possession of Queenston heights. The crossing was effected before day light; and the ascent, which was up a precipitous ravine, rising near 300 feet above the river, was accomplished amid the fire of the enemy from his breast works on the heights. As the Americans approached, the British retreated to the village below; where their commandant, Gen. BROCK, in forming his lines to reascend the heights, was mortally wounded by a random shot. His aid, Col. M'Donald, then took command and ascended the heights, where he was also wounded mortally. The Americans continued in possession but a few hours, when they recrossed the river. The pickets and breast works, though in a state of decay, are still visible.

The spot on which Brock fell is pointed out to strangers. It was in a small field, since called Brock's lot; and is reserved for the erection of a church at a future period.

BROCK'S MONUMENT

Is on the heights, one fourth of a mile southwest of the village of Queenston. It is composed of free stone; and, excepting the base, is of a spiral form. It is a fine specimen of architecture; and from its elevation, is seen for many miles around. Its height is 126 feet; and the heights on which it is erected are 270 feet above the level of the Niagara river. The ascent to the top of the monument is by means of winding steps, 170 in number. It is extremely fatiguing; but the prospect afforded of the surrounding country, for 50 miles in extent will richly repay the tourist for the time and trouble in visiting its pinnacle. The following inscription appears on the monument:

"The Legislature of Upper Canada has dedicated this monument to the many civil and military services of the late Sir ISAAC BROCK, Knight, Commander of the most honorable Order of the Bath, Provincial Lieut. Governor and Major General, commanding his Majesty's forces therein. He fell in action on the 13th of October, 1812, honored and beloved by those whom he governed, and deplored by his Sovereign, to whose service his life had been devoted. His remains are deposited in this vault, as also his aid-de-camp, Lieut. Colonel JOHN M'DONALD, who died of his wounds the 14th of October, 1812, received the day before in action."

FORT GEORGE, or NEWARK, is 7 miles north of Queenston, and is located at the entrance of the Niagara river into Lake Ontario. The village was burnt during the last war; which event was followed by the burning of several frontier villages on the American shore, as retaliatory. Fort George, near the village, is the most prominent, and perhaps the only object of interest presented. It is in a state of tolerable preservation, and has generally since the war been occupied as a garrison by a small number of soldiers. The river is crossed in a horse boat, to

YOUNGSTOWN, containing from 40 to 50 houses, one mile north of which, and directly opposite Newark, is FORT NIAGARA.* It was built by the French in 1725, passed into British hands by the conquest of Canada, and was surrendered to the U. States in 1796. It was taken by the British by surprise during the last war, and abandoned on the restoration of peace. The works are now in a state of decay.

LEWISTON is 7 miles south of Youngstown, and is directly opposite the village of Queenston. It is located at the foot and termination of the Mountain Ridge, or alluvial way, (noticed hereafter,) and at the head of navigation on the Niagara river. With the other frontier villages, it was laid in ruins during the late war, and was deserted by its inhabitants, from Dec. 1813, to April, 1815; but is now in a flourishing condition,

---

* This is the place where the celebrated *William Morgan* was confined after his abduction.

and its buildings exhibit much taste and neatness. A ferry is established between this place and Queenston. While standing on the lofty bank, the rapid motion of the river with its various eddies, are far from inviting, and seem to forbid the idea of a pleasant passage: but these sensations are removed soon after entering the boat. It is carried down for a considerable distance with much rapidity, but without danger. Every appearance confirms the supposition, that at this place the falls once poured their immense volumes of water, but by a constant abrasion of the cataract, have receded to their present position, 7 miles distant.

Stages leave Lewistown every morning for Rochester, distant 80 miles, passing on the Ridge Road, or alluvial way,* and reach Rochester at evening. Stages

---

* This ridge extends along the south shore of Lake Ontario, from the Genesee river to Niagara river, a distance of about 80 miles. The road is handsomely arched in the centre, and is generally from 4 to 8 rods wide. In some places it is elevated 120 or 130 feet above the level of the lake, from which it is distant from 6 to 10 miles. The first 40 miles from Lewiston, of this natural highway, is broken for a considerable extent, by log roads or causeways, bordered by impervious forests, occasionally relieved by the temporary huts of the recent settlers; but the remaining distance is unusually level, and, with some intermissions, bordered by a line of cultivation. It is generally believed that this was once the southern boundary of the lake, and that the ridge was occasioned by the action of the water. The gravel and smooth stones of which the ridge is composed, intermingled with a great variety of shells, leave little room to doubt the correctness of this opinion. It is a great natural curiosity, and should be travelled

also run to Lockport every day, distant 20 miles, passing through the *Tuscarora* village, occupied by a tribe of Indians of that name.*

In pursuing the route from Lewiston to the Falls on the American side, the traveller soon begins to climb the height or mountain describing the difference of altitude between Lakes Ontario and Erie. The ascent is somewhat precipitous, but is overcome without difficulty. At the distance of two miles, the top is gained, and affords an imposing prospect of the almost interminable expanse below. The course of the mighty Niagara is easily traced to its outlet: where, from their prominence, are distinctly seen, Forts Niagara and George. The waters of the distant lake and the surrounding plains are so charmingly picturesque, that the traveller withdraws reluctantly, even to participate in the enjoyment of scenes more sublime. Three and a half miles from Lewiston is what is called the

DEVIL'S HOLE, a most terrific gulf, formed by a chasm in the eastern bank of the Niagara, 150 or 200 feet deep. An angle of this gulph is within a few feet

---

over by the tourist in going to or returning from the Falls.

* Doct. Spafford, in his Gazeteer of New-York, remarks, that this tribe came from North Carolina about 1712, and joined the confederacy of the Five Nations, themselves making the Sixth. They still hold an interest in a very large and valuable tract of land in N. Carolina, which will not be extinct before A. D. 1911. They also own a very considerable tract of land in this state, deeded to them by the Holland Company.

of the road; affording to the passing traveller, without alighting, an opportunity of looking into the yawning abyss beneath. During the French war, a detachment of the British army, whilst retreating from Schlosser in the night, before a superior force of French and Indians, were destroyed at this place. Officers, soldiers, women and children, with their horses, waggons, baggage, &c. were all precipitated down the gulph. Those who were not drowned in the river were dashed in pieces on the naked rocks!

THE WHIRLPOOL is one mile farther south. It is formed by a short turn in the river, and can be viewed on either side: though the best view, connected with the rapids, is on the American shore. One mile farther, is a

SULPHER SPRING, used principally for bathing.

The AMERICAN FALL at Manchester, is a mile and a half farther, and has been already noticed in this work.

LAKE ONTARIO.

This lake is in length 171 miles, and in circumference 467. In many places its depth has not been ascertained. In the middle a line of 350 fathoms has been let down without finding bottom. Of the many islands which this lake contains, the principal is Grand Isle, opposite to Kingston. At this place the lake is about 10 miles in width, and from thence it gradually contracts until it reaches Brockville, a distance of about 50 miles, where its width is not over 2 miles. About 40 miles of this distance is filled with a continued clus-

ter of small islands, which from their number have been distinguished by the name of the Thousand Islands.

Though inferior in extent to the remaining four great western lakes, Ontario is far from being the least interesting. The north-east shore of the lake consists principally of low land, and is in many places marshy. On the north and north-west it is more elevated, and gradually subsides towards the south. The margin of the lake is generally bordered by thick forests, through which are occasionally seen little settlements surrounded with rich fields of cultivation, terminated by lofty ridges of land here and there assuming the character of mountains. Some of the highest elevations of land are the cliffs of Torrento, the Devil's Nose, and the Fifty Mile Hill. The principal rivers which empty into the lake on the south, are the Genesee and Oswego. York, Kingston and Sackett's Harbor, all situated on the borders of the lake, are well known in connection with the history of the late war.

ROUTE FROM NIAGARA TO MONTREAL.

British side.—A boat leaves Niagara for Prescott, on Lake Ontario, and vice versa, four times a week, from whence stages leave for Montreal six times a week.* A steam-boat also commenced running daily in 1833 between Prescott and the head of the Long Salt Rapids, within twelve miles of Cornwall, overcoming without difficulty a navigation of the *Rapide Plat* and the *Ga-*

* A boat also plies daily between Niagara and York.

loups, and thus reducing the land carriage between Niagara and Quebec to *thirty seven* miles. The route from Niagara to Montreal is generally performed in three days, as follows:

Coaches leave the Falls every day for	*Distance.*	*Fare.*
Niagara,.....	14	$1 00
The Steamer *Great Britain*, leaves Niagara every five days, the *Alciope*, every Saturday evening, the *Niagara* every Monday evening at 6 o'clock, and the *Queenston* every Tuesday morning at 9 o'clock, for Kingston, Brockville, and Prescott, (board included,).....	250	8 00
The Upper Canada line of Coaches*		

---

* Instead of the coaches and steam boat line here mentioned, another, which reduces the land carriage to Montreal to 37 miles, noticed in a previous page, can be taken. It is established daily (except Sunday) as follows:

	Miles.
By steam boat.	
From Prescott to Dickinson's Landing,.....	38
By coaches.	
" Dickinson's Landing to Cornwall,.....	12
By steam boat.	
" Cornwall to Coteau du Lac, *via* St. Regis Indian Village,.....	41
By coaches.	
" Coteau du Lac to the Cascades,.....	16
By steam boat.	
" the Cascades to Lachine,.....	24
By coaches.	
" Lachine to Montreal,.....	9
	140

	Distance.	Fare.
and Steam boats leaves Prescott daily, except Saturday and Sunday, for Montreal in the following manner: Prescott to Cornwall, by land,.....50		
Cornwall to Coteau du Lac, *via* St. Regis Indian Village, by steam boat,...41		
Coteau du Lac to Cascades, by land, 16		
Cascades to Lachine, by steam boat, 24		
Lachine to Montreal, by land,.....9	150	7 00
TOTAL. MILES,	414	$16 00

American side.—Two new and splendid boats, the United States and Oswego, ply between Lewiston and Ogdensburgh, a distance of 268 miles, making a semi-weekly line between the two places, and touch on the route, at Fort Niagara, Genesee river, Oswego, Sacket's Harbor, Cape Vincent, French Creek and Morristown. From Ogdensburgh, a stage is generally taken for Montreal; though passage boats, which descend as far as Lachine, are sometimes preferred.

From Lewiston to Montreal is 385 miles, and the intervening distances are estimated as follows:

	Miles.		*Miles.*
Fort Niagara,.....	7	Ogdensburgh,.....	12
Genesee River,.....	74	Galloup Islands,.....	5
Great Sodus Bay,....	35	Hamilton,.....	19
Oswego River,.....	28	St. Regis,.....	35
Sacket's Harbor,.....	40	La Chine,.....	53
Cape Vincent,.....	20	Montreal,.....	7
Morristown,.....	50		

FORT NIAGARA, 7 miles from Lewiston. (*See page 279.*)

CHARLOTTE, at the mouth of the Genesee river, 74 miles from Lewiston, is a port of entry where there is a light house, and the commencement of extensive piers building by the United States, for improving the navigation. The river is navigable to the Carthage falls,* 4 miles; from thence to Rochester* is 2 miles; to which place passengers can always be conveyed by rail road carriages in readiness on the arrival of the boat.

GREAT SODUS BAY, 35 miles. This embraces East-Port and Little Sodus Bays, and has three islands of considerable size. The whole circumference of the Bay, with its coves and points, is about 15 miles. Its waters are deep and clear, and its shores have several elegant sites for buildings.

OSWEGO, 28 miles. It is here that the Oswego canal, 38 miles in length, including 20 miles of the Oswego river, unites with the Erie; thus joining the waters of Lake Ontario with the Hudson. There is a daily line of packet boats running from Utica to Oswego, passing from Syracuse to Oswego by day light, affording the traveller an opportunity of viewing a great variety of scenery and an interesting part of the western canal navigation. These boats are new, of the largest dimensions, and in the latest style of accommodation. On this route, 12 miles south of Oswego, the traveller passes the flourishing village of Fulton, at which place there are numerous mills, and also a fall of some beau-

---

* For a description of these places, see pages 246 to 252.

ty. Oswego is situated on either shore of the river. Although it has long been noted in the historic page of our country, still it may be said to have taken its rise since 1826, the year in which the state sales of surplus waters from the canal were made. The village owes much of its importance, not only to the numerous mills and manufactories for which its location is extremely eligible, being unsurpassed by any place in the country for hydraulic power, but also to the extensive commercial intercourse that it has with the Canadas and the western lakes. At the mouth of the river jutting into the lake, the U. S. government have erected a pier or mole at the expense of $100,000, rendering the harbor the safest and best on the American shore. To the party of pleasure for the Falls, a route from Syracuse (*see p.* 240) to Oswego and from thence by steam boat direct to Niagara will always prove interesting, without the fatigues attendant on stage travelling.

The following steam boats now visit the port of Oswego in their respective trips between the Niagara river and Ogdensburgh: The United States, of Ogdensburgh, twice a week; the Oswego, of Oswego, do. do.; the Great Britain, of Queenston, U. C. once a week, on her route to Prescott from Niagara; the Constitution, of Coburg, U. C. between Coburgh, the Genesee river and Oswego, twice a week; the William Avery, of Sacket's Harbor, between Oswego, Sacket's Harbor, and Kingston, U. C. three times a week; the Charles Carroll, irregular, from Oswego to the other ports on the lake.

There is also a daily steam boat communication between Oswego and Kingston, passage from 4 to 6

hours. From Kingston there is also a daily steam boat communication with all the principal ports on the lake.

A daily line of stages leaves Oswego for Utica, Auburn, Pulaski, Sacket's Harbor, and Watertown, and a tri-weekly line for Rochester.

Independent of the above inducements to the tourist to visit Oswego, in order to facilitate his jaunt, it also claims his attention and notice on account of its antiquity and martial fame. Still are to be seen two forts erected during the French war, which were besieged by Gen. Montcalm in 1756, and also one built during the revolution—fit subjects of contemplation and regard to the antiquary and the patriot.

Among the public buildings in the village, are a court house, 4 churches, a bank and an academy. The population is about 4000.

The Welland House is one of the largest and best public establishments in the state. From its upper story an extensive and uninterrupted view is had of the lake, which is here 60 miles broad.

SACKET'S HARBOR, 40 miles. This was an important military and naval station during the last war. The *Barracks* are situate about 400 yards north-easterly of the village on the shore. They are a solid range of stone buildings, and add much to the appearance of the place. Two forts erected during the war are now in ruins. On Navy-Point, which forms the harbor, there is a large ship of war on the stocks; but which, probably, will never be finished.

CAPE VINCENT, 20 miles. Kingston in Upper Canada, is on the opposite side of the lake, 11 miles distant, with Grand Island intervening.

MORRISTOWN, 50 miles. The river here is but a mile and a quarter wide, on the opposite side of which is the village of Brockville.

OGDENSBURGH, which terminates the passage of the steam-boat, is 12 miles farther, and is situated on the east side of the Oswegatche river, at its confluence with the St. Lawrence. This is a thriving village, containing about 250 houses, and a population of about 2000 inhabitants. A military fortification, consisting of two stone buildings and a number of wooden barracks was formerly erected here by the British government, but was ceded to the United States in 1796.

A regular stage leaves Ogdensburgh three times a week for Plattsburgh; from whence a steam-boat can be taken on Lake Champlain for St. John's or Whitehall.

Stages also arrive and depart twice a week, to and from Montreal; and by crossing the river, a stage or steam-boat can be taken at Prescott for that place daily. Passage boats, also, leave Ogdensburgh about every day, and descend the river as far as La Chine, 7 miles above Montreal, in 3 days. The boats are usually furnished with every necessary implement for their good management, and with skilful pilots. The latter are more particularly requisite, as the current of the St. Lawrence is generally very rapid, and obstructed by numerous shoals and islands, which, by an inexperienced navigator, could not without difficulty be avoided.

The principal rapids are three in number—the Longue Sault, the Rapids of the Cedars* and the Cascades of St. Louis. The first of these are 9 miles in length, and are usually passed in 20 minutes, which is at the rate of 27 miles an hour. The Rapids of the Cedars terminate about 3 miles from the Cascades, which, after a broken course of about 2 miles, pour their foaming waters into Lake St. Louis. Lake St. Francis, on the St. Lawrence, is 25 miles long, and its greatest breadth 15. The borders of the lake are so low that they can scarcely be distinguished in passing along its centre. At the northern extremity of Lake St. Francis is situated the village of St. Regis, through which passes the boundary line between the Canadas and the United States.

The banks of the St. Lawrence exhibit a country remarkably fertile, and in many places under good cultivation.

The first settlements in this region commenced in 1783, and though about 50 years only have elapsed, it now exhibits many of the embellishments incident to a numerous population and successful improvement. The perpetual varying scenery along its banks, occasionally diversified with smiling fields and flourishing villages, together with the islands and rapids of the St. Law-

* It was at this place that Gen. Amherst's brigade of 300 men, coming to attack Canada, were lost. The French at Montreal received the first intelligence of the invasion, by the dead bodies floating past the town. The pilot who conducted their first batteaux committed an error by running into the wrong channel, and the other batteaux following close, all were involved in the same destruction.

rence, present a succession of novelties with which the traveller cannot fail to be gratified.

GALLOP ISLANDS, 5 miles from Ogdensburgh. The river is here divided into two currents, the commencement of the great rapids below. From these rapids the river descends 231 feet in 280 miles. On Stoney Island (one of the Gallop cluster) the French had a strong fortress, which was taken and demolished by Gen. Amherst, in 1760.

ST. REGIS, 54 miles, is a village occupied by a tribe of Indians of that name, who have a reservation of land here of considerable extent. One of their chiefs, aged about 90, remarked to a gentleman of our acquaintance a short time since, that he visited the High Rock Spring at Saratoga nearly 70 years ago, *when the water flowed over the top of the aperture.**

LACHINE, 53 miles. From thence to Montreal, which is 7 miles farther, the river road is generally preferred; from which a charming view of the rapids and of several islands is enjoyed. It also crosses the Lachine canal.

MONTREAL

Is situated on the south side of the island of the same name, 131 miles from Ogdensburgh, and 170 from Quebec. The length of the island is 30 miles, its mean breadth 7, and its circumference about 70. The city extends along the St. Lawrence, about 2 miles in length

---

* No one living near the Spring remembers to have seen the water rise higher than within 8 or 10 inches of the top of the rock. At present it is considerably lower.

and half a mile in width. The buildings are mostly constructed of stone, and arranged on regularly disposed but narrow streets. A stone wall formerly encircled the city, which, by the sanction of the government, was some years ago totally demolished. Montreal is divided into the upper and lower towns. The latter of these contains the Hotel Dieu, founded in 1644, and under a superior and thirty nuns, whose occupation is to administer relief to the sick, who are received into that hospital. The French government formerly contributed to the support of this institution; but since the revolution which occasioned the loss of its principal funds, then vested in Paris, its resources have been confined to the avails of some property in land. The upper town contains the Cathedral, the English Church, the Seminary, the Convent of Recollets, and that of the Sisters of Notre Dame. The general hospital, or Convent of the Grey Sisters, is situated on the banks of the St. Lawrence, a little distance from the town, from which it is separated by a small rivulet. This institution was established in 1753, and is under the management of a superior and 19 nuns.

Some of the public buildings are beautiful. Among these, the new *Catholic Church*, in grandeur, capaciousness, style and decoration, is probably not exceeded by any edifice in America. It is 255 feet long and 34 feet wide, and is sufficiently capacious to hold 10,000 persons.

Nelson's Monument, near the Market Place, is an object also meriting an accurate survey.

The *Museum*, belonging to the *Society of Natural History*, contains a numerous assemblage of indigenous

and exotic specimens, an examination of which will prove highly interesting to visitors of taste and science.

A visit to the Nunneries can generally be effected without difficulty; though a trifling purchase of some of the manufactures of the nuns is generally expected.

The *College* is a large stone edifice, 3 stories high, and has a spacious yard on the south, adjoining to which is a beautiful garden. It generally contains about 300 sudents, and the terms of tuition are 80 dollars per annum. Connected with the college there is also a preparatory school, under excellent regulations.

The *Parade* is a beautiful public ground, on which the troops are usually drilled.

The prevailing religion here, as well as at Quebec, is the Roman Catholic. The clergy derive a revenue from grants of land made to them under the ancient regime, and from contributions ordained by the church. Besides these, a principal source of revenue is from the fines for alienation, which amount to about 8 per cent., paid by the purchaser of real estate, every time the same is sold, and which extends to sales of all real estates in the seignory or island of Montreal.

The city, including its suburbs, contains rising of 30,000 inhabitants.

The Mountain of Montreal, from which the city takes its name, rises about 2½ miles distant. It is elevated 700 feet above the level of the river, and extends from north to south 2 miles. This spot has already been selected for the residence of some private gentlemen, whose elegant white mansions appear beautiful in contrast with the surrounding foliage. The island of St. Helena, immediately opposite the city, is a delightful

little spot, from whence is had a fine view of Montreal, with its lofty mountain in the back ground, the settlement of Longueil, St. Lambert and La Prairie de la Madalene, on the east side of the river, and the waters of the St. Lawrence dashing over the rocks of Lachine, and sweeping their course around a variety of islands.

The principal public houses in the city are, Masonic Hall, in the north part; Goodenough's, St. Paul street; and Mansion House, do.

The climate of Montreal is salubrious, and the city had generally been free of epidemic diseases until the summer of 1832, when it suffered severely from the ravages of the Asiatic Cholera. It first made its appearance in the early part of June, and in two months swept off 2000 emigrants and inhabitants.

EXCURSIONS.

LACHINE, 9 miles from Montreal, with which it is connected by a canal, is a place of considerable resort. By taking the river road, a view is obtained of the Rapids, Nuns' and Heron Islands, and the Indian village of Caughnawaga.

VARENNES. A stage and steam-boat leave Montreal for Varennes, a beautiful village 15 miles distant, every morning and afternoon, returning the ensuing day. The lines of steam-boats plying daily between Montreal and Quebec, also touch, both ascending and descending, to receive and land passengers. From the *Varennes Spring Hotel*, located in the village, is one of the most interesting views in North America, commanding in front the mountainous land on the north shore of the St. Lawrence; to the west, the city and

island of Montreal, the island and fortification of St. Helens, and the winding course of the river; and on the east a most picturesque group of islands, with their varied channels; while the rear presents the most fertile and highly cultivated district in Lower Canada, with the magnificent mountains of Chambly and Beloil in the distance. The Hotel, as a building, is capacious and furnished in a style of superior neatness and elegance.

The Springs are one mile from the village, and are approached by a road on the bank of the St. Lawrence, forming a delightful promenade, where an extensive and commodious bath house has been erected. By an analysis of the waters, they prove to be possessed of valuable medicinal qualities, and are free from substances which can be deemed deleterious. Varennes and its vicinity, therefore, present to those travelling in pursuit of health and pleasure, many attractions.

The RIDEAU CANAL. This work, which has been made at the expense of Great Britain, forms a navigable communication between Lake Ontario and the Ottowa or Grand River, which empties into the St. Lawrence opposite Montreal. The object of its construction has been to secure, in time of war, the transportation of military stores, &c. by an interior route, less exposed to the U. States, and practicable in lake vessels of 125 tons. The junction of the Rideau river with the Ottowa, which is the lower extremity of the canal, is 120 miles from Montreal; and from Kingston, near where the canal enters Lake Ontario, it is 160 miles by water, and 130 by land. The discharge of the Rideau into the Ottowa, is marked by an extensive cove on the

right bank of the latter river, in a gulley existing between the falls of the Chaudiere and Rideau. This point appears to have been reserved by nature for the purpose to which it is adapted; and, indeed, bears every characteristic, both as to its banks and valley, of having been formerly the bed of the Rideau. The elevation of the mouth of the canal above the level of the sea is estimated at 110 feet, while it is considered to be 283 feet below the summit level on "Rideau Lake," and 129 below the level of Lake Ontario, at Kingston.

Directly above the mouth of the canal, may be seen the beatiful and magnificent cataract of the Chaudiere. It consists of a series of falls, more or less extensive, and amounting in all to 31½ feet perpendicular. But that which stands most prominent to view, and gives an appearance of grandeur to the whole, is at the broadest channel of the river, and known by the name of the *Grande Chaudiere*, or *Big Kettle*, from the peculiar formation of the cauldron into which the waters fall. This formation consists of a hard laminated lime-stone, in horizontal strata, and worn into its present horse-shoe shape by the constant abrasion of the rolling water over its surface. The depth of the cauldron is said to be over three hundred feet—at least, a sounding line of that length could not be made to touch bottom.

Next in interest to these may be mentioned the cataract of the Rideau, situated at the mouth of the river, where its dark green waters fall from an eminence of 37 feet, in a single unbroken sheet. The river finds its source in the Rideau Lake, 85 miles from the Ottowa, but is not occupied as the bed of the canal till about 6 miles above its entrance, it having been found more

expedient to make use of the natural valley and bay already alluded to.

At this point it became necessary, in consequence of the rugged and precipitate nature of the banks of the Ottowa, to overcome the difference of level between the river and canal by the construction of a series of locks eight in number, and each rising ten feet, giving an aggregate of eighty feet perpendicular rise; constructed in a liberal workmanlike manner, and presenting an elegant and commanding appearance. The estimated cost was £45,700. In the vicinity of the locks are two spacious basins for the reception of boats; over one of which there is a stone arch, connecting Upper and Lower Bytown.

About seventy miles of the route passes through either extensive lakes with bold and rocky shores, or soft swampy meadows, where good foundations were unattainable, save at great additional expense. Hence it became necessary to do away with the ordinary towing-path, and enlarge the canal to a surface of 48 feet, with a depth of 5 feet throughout, to admit the passage of steamboats from one extremity to the other.

The towns of Upper and Lower By, so named after the commandant of engineers, Lieut. Col. John By, under whose superintendence the works were constructed, have already assumed a character and importance which, when their brief existence is taken into consideration, is truly marvellous. The towns already contain, in addition to their numerous dwelling-hosues, two large store-houses for the use of the Ordinance and Commissariat Departments; three substantial buildings for the accommodation of the troops, erected on

the highest eminence, so as to command both the river and canal; an at a short distance and excellent military hospital.

In the vicinity may also be seen, in the "Union Bridge," the execution of one of the most daring plans ever conceived. It connects Upper with Lower Canada, and is thrown directly over the falls of the Chaudiere, taking advantage of the numerous rocky islands embraced by the diverging branches of the river at this place; and forming altogether a most magnificent and imposing specimen of civil architecture. The bridge is composed of six distinct arches, two of stone and four of wood, stretching from island to island with various spans, as circumstances required; and forming an aggregate length of bridge-way of 781 feet. Taking leave of Bytown and its vicinity, and proceeding along the line until it strikes the river, little of interest occurs, saving a singular break in an interesting ridge of land, extending for several miles at an average depth of about thirty-five feet. It is known under the name of the "Notch in the Mountain," and affords an opportune passage for the canal, which would otherwise, in order to pass it, have had to encounter a heavy excavation.

At the point where the canal enters the channel of the river, are found strong rapids, confined on one side by a high clay bank, and on the other by a rocky shore. To overcome the fall existing here, which is about 30 feet, it was necessary to drown the rapids by the erection of a large dam, and surmount the elevation by three locks. This dam backs the water as far as the "Black Rapids"—to which point, and indeed thence all the way to its source in the "Rideau Lake," the chan-

nel of the river continues to be used. The Rideau, like other rivers in Canada, is a combination of rapids and long sheets of still water, alternately intervening, and to overcome which it is ever necessary to have recourse to locks and dams. There are fourteen rapids between Bytown and the Rideau Lake, which are destroyed by as many dams, and twenty locks of various lifts, amounting in all to 283 feet.

The "Rideau Lake," which is the proper summit of the canal, is a beautiful expanse of clear green water, 30 miles long and 12 broad, surrounded on all sides by bold, rocky, and precipitous banks. The only interruptions which the navigation encounters across this lake are at "Oliver's Ferry" and the "Rideau Narrows," where considerable extra expense was incurred to overcome the currents there created by the contraction of the waters.

Continuing the use of the Rideau waters for the space of 45 miles on the summit level of the route, its course finally bends toward the "Cataraqui River," which has an outlet in Lake Ontario near Kingston. An excavation of 10 feet for the distance of a mile and a half across the isthmus, existing between the "Rideau" and "Mud" lakes, was necessary to effect this object. The latter lake is 3½ feet below the level of the Rideau, and has a length of 12 miles, with an average breadth of 10, studded all over with innumerable small islands, which give it quite a picturesque appearance. It is intended eventually to raise the waters to the level of the summit lake.

Leaving this lake the canal enters the "Indian," and thence instead of making the long detour of the river,

encounters a shallow cut, by which, in a more direct line, the distance is considerably shortened. Thence following the course of the "Cataraqui" to within 55 miles of Kingston, a dam is met with, backing the water as far as the last mentioned lake. The rapids connecting this with "Davis' Lake," on the right side of the river, are surmounted by dams and locks, so that the navigation which was before hazardous, is now perfectly safe.

Again, following the course of the "Cataraqui River" for the further distance of 8 miles, and successively passing "Davis" and "Opinicon" lakes, together with their intervening rapids, surmounted as usual by a dam and lock, the tourist arrives at a point called "Jones' Falls," 35 miles from Kingston. These falls descend 61 feet within the mile, and connect "Opinicon Lake," with "Cranberry Marsh," where the river holds its course through a narrow rocky ravine. This fall is overcome by a dam and six locks. Thence, passing three more smaller rapids, with their customary works, the line at length reaches "Kingston Mills," where the Cataraqui empties itself into the Kingston Bay, a part of Lake Ontario, and 5 miles distant from Kingston. This is the upper extremity of the canal on the Canada side, and is terminated at its junction with Lake Ontario by the erection of four locks of nine feet each.

The entire cost of this canal, which with the Welland canal (heretofore noticed) forms a chain of internal communication between Halifax and the Gulf of Mexico, was rising of £600,000.

FROM MONTREAL TO QUEBEC—170 MILES.

The St. Lawrence from Montreal to Quebec is navigated by a number of excellent steam-boats, and the passage between the two cities is delightful. A large majority of the inhabitants of Lower Canada are crowded together near the shores of the St. Lawrence, and few interruptions of forest land intervene in the whole distance between the two principal cities. The dwellings and cultivated grounds are so frequent and continuous, that each side of the river, in fact, becomes almost an unbroken street; with groups of houses in the vicinity of the several churches, which are erected generally in sight of the passing steam-boat, except on Lake St. Peter. The churches are from six to nine miles distant from each other, and upwards of twenty in number, forming, many of them, prominent objects to give embellishment and charm to the novel and otherwise very attractive scenery. All travellers sleep one night at least on board the steam-boat while journeying between the two cities; and it is recommended that they should arrange the hour of departure from Quebec, (which is always at low water) so that they may view by day-light that part of the river which had been before passed in the night. A journey to Quebec and back again, which a few years since was the labor of some weeks, may now be accomplished, by means of steam-boats, in less than three days. The distance between the two cities is 170 miles—fare, $4.

From Montreal, the boat first passes near the Fort on St. Helen's Island and soon enters the rapids of St. Mary; in returning up which, steam-boats are often

drawn by cattle. Proceeding down the river, the village of Longueil, Longue Pointe, Vercheres, Varennes, Point aux Trembles, Contrecoeur, Repentigny, St. Sulpice, La Morage, Berthier and Machiche are successively passed, before reaching the town of

WILLIAM HENRY, which is 40 miles from Montreal. It stands on the site of an old fort, built in 1665, on the right bank of the river Sorel, at its confluence with the St. Lawrence. The present town was commenced in 1785. It is regularly laid out with streets, crossing each other at right angles, leaving a space in the centre about 500 feet square. The number of dwellings does not exceed 200, and its population 2000. Near the town is a seat which was formerly the residence of the Governor General of Canada, during the summer months. Opposite the town, the river Sorel is 250 yards broad, and is navigable for vessels of 150 tons, for twelve or fourteen miles. On this river, which unites the waters of Lake Champlain with the St. Lawrence, are two considerable forts, the one at St. John's and the other at Chambly. Sorel was occupied in May, 1776, by a part of the American army, under General Thomas, on their retreat from Quebec.

Lake St. Peter, some miles below the town of Sorel, is formed by an expansion of the river St. Lawrence, to 15 or 20 miles in width, and 21 in length. The waters of the lake have but little current, and are from 8 to 11 feet deep. At the upper end of the lake a variety of small islands are interspersed, which are the only ones that occur in the St. Lawrence till you reach the island of Orleans, a distance of 117 miles. On the north side of this lake is the town of

THREE RIVERS, at the mouth of the St. Maurice, which is divided by two small islands into three branches. This town was formerly the seat of the Colonial Government, and is now considered the third in importance in the Province. It contains about 400 houses, including a Roman Catholic and an Episcopal church, and a Convent of Ursulines—also the barracks formerly occupied by the governor, during the French regime. The number of inhabitants is estimated at 3000. Some miles up the St. Maurice are the celebrated falls of Shawinnegame, a beautiful cataract of about 100 feet descent.

Seven miles below Three Rivers, the Richelieu rapids commence. The river is compressed within less than half a mile in width, and the water moves with great velocity for three or four miles; but being deep and the current unbroken, except at the shores, the descent is made by steam-boats without danger, except in the night, when a descent is never attempted.

The scenery of the St. Lawrence is occasionally relieved by the prospect of the distant mountains, the highest of which does not exceed 1000 feet, but rising in the back ground of the cultivated vales along the borders of the river, give an additional degree of beauty and novelty to many of its landscapes. The alternate variety of the waters of the St. Lawrence, now reposing in stillness on the bosom of an expanded lake, and now rushing with the rapidity of a cataract, added to the pleasing effect of the landscape scenery, afford an agreeable repast to the tourist, until he reaches the classic scenes of Quebec. Soon after leaving Cape Rouge, and the little village of St. Nicholas, near the

mouth of the Chaudiere river, the towers and citadel of this famous city open to view, situated on a rock of 345 feet in height, called Cape Diamond, from the gem-like quality of the chrystals which are found intermingled with the granite beneath its surface. In approaching the city, you pass Sillery River and Cove, and Wolfe's Cove, where he landed his army to gain the heights of Abraham, about 1½ miles from Quebec. Point Levi appears on the right, a rocky precipice, covered with white dwellings, and commanding the citadel of Quebec from the opposite shore.

QUEBEC*

Is situated upon a high peninsular point of land, at the confluence of the Rivers St. Lawrence and St. Charles, the junction of which forms a capacious and beautiful bay and harbour.

From the New Exchange at the extremity of the point on the north-east, the limits of the city jurisdiction extend in a direct line about north-west to a bend in the St. Charles River, near the General Hospital. On the St. Lawrence River the south-west point of the Banlieu is about equi-distant from the Exchange, the whole plat approximating to a triangle, the longest side of which passes a short distance to the west of the Martello Towers, measuring one mile and five furlongs or 2860 yards from the St. Charles to the St. Lawrence.

---

* For a description of this place, the writer is principally indebted to the "Picture of Quebec," recently published in that city.

A straight line drawn from one river to the other, at the Barrier on the south and west, is rather more than a mile in length, and the whole wall is two miles and three quarters in circuit; but including the Citadel, the Esplanade, the different large gardens, and other vacant spaces, a considerable proportion of the interior area within the fortification remains unoccupied for buildings.

The city and environs are thus subdivided: That part which is within the walls is called the Upper Town, and can be approached solely by five gates. On the eastern side of the Cape towards the St. Lawrence, there is only one avenue to enter it, by a circuitous steep hill, through Prescott Gate; which is the chief thoroughfare for all the commercial business of the port, especially during the navigable season, and then Mountain street, as this route is named, presents the appearance of a crowded and active population. On the north of the city, and where the promontory has considerably declined in height, there are two entrances—Hope Gate, not far from the eastern extremity of the rampart, and Palace Gate adjoining the Armoury and the Artillery Barracks. These gates are on that side of the city which is washed by the St. Charles. From the land there are two avenues to the interior of the fortifications: that to the east is known as the St. Louis Gate, which conducts by a beautiful road to the Plains of Abraham; the other is at the end of St. John street, and thence denominated St. Johns's Gate. This is the route through which the chief part of the country trade passes.

The long street from the termination of the Banlieu on the south-west, upon the St. Lawrence, skirting the Cape round to the Wood Yard belonging to the Government, including Mountain street to the Prescott Gate, and all the other shorter streets between the hill and the river, are generally denominated the Lower Town. The portion between the road outside of the Gate of St. Louis and that of St. John street, to the line of the Banlieu, is called the suburbs of St. Louis. From St. John street northerly to the Cote St. Genevieve, and returning to the end of the Banlieu, all the buildings are included in the St. John suburbs; and the large district extending from the Wood Yard along by the foot of the hill to the western extremity of the Banlieu, and bounded on the north-west by the St. Charles River, bears the appellation of the suburbs of St. Roch.

As travellers are generally restricted to time, they have often failed to gratify their curiosity for want of a directory or guide, by which they might with the greatest facility view the most important objects, and also from not having previously obatined a letter of introduction to some respectable citizen who would accompany them in their explorations. To remove these obstacles, the following methodical plan of an excursion through the city, and the accompanying descriptions are given. They will be found to be accurate, and will save the tourist from innumerable perplexities, to which he would otherwise be subjected.

Taking the Upper Town Market-House as the place of departure, the observer has on the west the ancient Monastery of the Jesuits, now used as the *Barracks*

for the troops of the garrison. It is a capacious quadrangular edifice of 75 yards by 67, encircled by a wall which measures on the north the whole length of Fabrique street, and more than 200 yards on St. Anne st. The area enclosed, and which now is appropriated for the parades and exercises of the troops, was formerly an elegant garden. Fronting on the east side of Market-Place is the principal

Roman Catholic Church, which is open nearly the whole hours of day-light. It is a massive unornamented and spacious stone building. From the vestibule, the body of the interior is subdivided into equal proportions. At the termination of the nave is the grand altar in the middle of the ellipse constituting the sanctum, the walls of which are ornamented with representations and figures, commingled with various other graphical emblems. Among the pictures are the conception—the Apostle Paul in his extatic vision—the Saviour ministered unto by angels—the flight of Joseph and Mary—the Redeemer and the cross—the nativity of Christ—the Saviour under the contumelious outrages of the soldiers—the day of Pentecost—and the Holy Family. During the siege of Quebec, in 1759, this church was set on fire by shells discharged from a battery on Point Levi, and all the paintings and ornaments consumed except the first above mentioned, which was afterwards found among the ruins. The avenue north of the church conducts the tourist to

The Seminary, a capacious superstructure of stone, in the form of a parallelogram. It is encircled by a large garden, walled in, measuring in the whole about seven acres. This institution was established in 1663,

and was originally designed for the education of ecclesiastics; but this exclusive system was long since abandoned, and it is now open for the reception of all who comply with its regulations. Attached to the Seminary is a museum of natural curiosities; and on the left of the grand entrance from Market-Place is the vestibule of the chapel, in which are a great variety of sacred paintings. From this the tourist can proceed to the church; and from thence to the

Place d'Armes, where, on the east of the Pentagon, stood the Castle of St. Lewis, the former residence of the Governor, and which was destroyed by fire in the winter of 1834. On the west corner of the Place d'Armes stood the Episcopal church, which was burnt 4 or 5 years since. On the south side, and nearly adjoining, is the

Court House, a plain neat building of stone about 140 feet long, and as many broad. It stands where once stood a church belonging to the order of the Recollects, which was burnt in 1796.

On the corner of Fort street, south of the scite of the castle of St. Lewis, is a large building used for public offices, the front room of which on the first story, contains the *Museum* of the "Society for promoting Literature, Science, Arts and Historical research in Canada." A visit to it will prove extremely interesting. Crossing the Place d'Armes to Des Carrieres street, the visitor will next inspect the

Monument, erected in memory of Wolf and Montcalm. This consists of a base and a pillar, surmounted by a vignette of graphic delineation. The base is about 5 by 6 feet, and the whole height of the monu-

ment is sixty-five feet. It contains two Latin inscriptions. After viewing from the promenade at the exterior of the Governor's quarters the beauteous landscape diverging to the north-east, the visitor will return to St. Lewis street, where, after passing the office of the Commissariat, he will turn by Parloir street, to the

Ursuline Nunnery and Church. This Nunnery and the land adjoining it occupy a space of about seven acres which is surrounded by a high barrier of stone. The institution was founded in 1639, and the edifice, which is of stone, is two stories high, 114 feet long, and about 40 broad. At the east projection is the chapel, about 100 feet long and 50 in breadth, the interior of which is highly decorated. The convent is neat and includes a superior, 42 assistants and 7 novices, the chief employment of whom is the tuition of a large number of girls in common knowledge and other qualifications. They are more rigid and retired than the inmates of any other conventual institution in Canada. Persons of distinction only are permitted to examine the domestic departments; but the Chaplain, whose apartments are on the right of the entrance, permits strangers to examine the church on application to him. Among the paintings there exhibited, are the portraits of some of the Popes—the birth of Immanuel—the Saviour exhibiting his heart to the Religieuses—the Saviour taken down from the cross—a cargo of Christians captured by the Algerines—Louis XIII. of France—and several devices taken from the scriptures. The altars are highly ornamented and imposing.

Leaving the nunnery, the visitor will next proceed by Anne street, with the south wing of the barracks on

his right to the Presbyterian Church. Passing its front he will leave the jail on the right, where he pursues his course to the

Esplanade. If he has no citizen as a companion, and no other mode of visiting the fortification, he should turn up St. Ursule to St. Louis street, and at the military offices request from the adjutant general a card of admission to walk round the interior of the

Citadel. This stupendous fortress circumscribes the whole area on the highest part of Cape Diamond, and is intended not only to accommodate the garrison as a residence, parade, &c. but also to include all the materials of war. It perfectly commands the city and river St. Lawrence; and when completed, will be not only the most powerful specimen of military architecture on the western continent, but also a rival of many of the renowned works in the Netherlands. All attempts to describe the Citadel in its present unfinished state would be nugatory.

Having entered the grand western gate, where the visitor leaves his ticket with a soldier on guard, and examined the edifice, he will first proceed round the course of the Citadel to the flag staff and telegraph; thence southerly by the parapet bordering on the river to the machinery at the head of the rail-way, or inclined plane, which is 500 feet long, extending from the wharf to the Cape, where its perpendicular elevation is 345 feet above the stream. This rail-way is used by the government alone, to convey stones and other articles of great weight and bulk, for the erection of the new fortress.

Having surveyed from the highest point the majestic scene in every diversified aspect of hill and dale, land and water, the visitor will follow the course of the wall on his left hand, until he returns to the same gate, and pursue his walk by it, over St. Louis gate along the Esplanade, until he arrives opposite the church of the Congreganistes, immediately below which is the national school house.

Proceeding along St. John street, he will turn north of St. Stanislaus street, on the east side of which stands Trinity chapel, whence crossing Carleton street, he arrives at the artillery barracks and the armory—the latter of which may be inspected, if a resident of the city be in company.

Opposite the armory is the anatomical room of the medical society. Thence walking up Palace street, on the right hand is St. Helen street, where is Mr. Chasseur's natural museum. Returning into Palace street, the visitor crosses obliquely above to Collins' Lane, in which stands on the left, the

Chapel of the Hotel Dieu. These premises include a large proportion of the northern part of the interior of the city—commencing from the gate of the burial ground on Couillard street and extending to Palace street, with a wall on the north, parallel to the fortifications, the whole space occupying about twelve acres. This institution was commenced in 1637, under the auspices of the Duchess of Aiguillon, and was consecrated to the reception and care of the sick, who are indigent and distressed. It is a capacious edifice, the longest portion of which extends nearly one hundred and thirty yards by seventeen in depth, and three stories high.

On the north-west side from the centre, a range is erected two stories high, fifty yards in length, and nearly as many feet broad, plain and unadorned. This wing is appropriated for the patients; the upper story of which is occupied by the females. All proper attendance both from the nuns and physicians, with every necessary comfort, is gratuitously administered.

In the convent the sisterhood reside, who now include the superieure, thirty-three religeuses professes, two novices and one postulante. The regularity, neatness and purity with which the establishment is conducted, and the solace of the wretched who find refuge in this hospitable domain, are highly exemplary.

The church of the Hotel Dieu externally is perfectly plain, and the interior is little adorned. The paintings may be examined upon application to the chaplain.

Having completed an examination of the Hotel Dieu, with the surrounding garden, the visitor may next follow Couillard, St. Joachin and St. George's streets to the *Grand Battery* and the ancient palace of the Catholic bishop, now used by the provincial parliament; or he can return to Palace street, and continue his progress to the gate, where, by passing the guard house and pursuing his walk easterly, he may accurately understand the nature of the defence which the city can make against external assault.

The first house at which he arrives is distinguished as the residence of the renowned Montcalm. There he may turn to the right which will lead him to Couillard street, or he can continue his walk passing Hope Gate, until he arrives at the Look-out from the north-east platform of the battery.

In the lower town, the only objects which merit notice, besides the inclined plane or rail-way to the Citadel, are the Exchange Reading Room, and the Queboc Library, which are always open for the admission of strangers, if regularly introduced, and are worthy of inspection.

About one hundred yards from the lower end of the rail-way, General MONTGOMERY and his aids with other men were killed on the morning of December 31, 1775, when proceeding to the assault of Quebec. The place may be easily recognized, notwithstanding the alterations which have occurred. At that period, a narrow path only was made between the foot of the hill and the river, so that vessels were fastened to the rock by large iron bolts, one of which still remains, near the very spot where the American General and his advanced party were discomfited. The wharves, houses, &c. all have been long since constructed. At the top of the small ascent on the street immediately below, the small battary had been erected, near the plat where the southerly forge is now stationed. As Montgomery led on the attack, the British retreated before him. In passing round Cape Diamond, the ice and projecting rocks rendered it necessary for the Americans to press forward in a narrow file, until they arrived at the block house and picket. The General was himself in front, and assisted with his own hands to cut down and pull up the picket. The roughness of the way had so lengthened his line of march, that he was obliged to wait for a force to come up before he could proceed. Having re-assembled about 200 men, he advanced boldly and rapidly at their head to force the barrier.

One or two of the enemy had by this time ventured to return to the battery, and seeing a match standing by one of the guns, touched it off, when the American force was within forty paces of it. This single and accidental fire struck down General Montgomery and his aids, Captain M'Pherson and Captain Cheesman.

The remains of Montgomery were interred by a soldier of the name of Thompson within a wall that surrounded a powder magazine near the ramparts bounding on St. Lewis' gate; and in 1818 were removed to New-York, where they were deposited beneath a monument in front of St. Paul's church.

The PLAINS OF ABRAHAM lie south and west of Quebec. The visitor, on leaving St. Louis gate, should turn up the stairs to the Glacis, continue his course under the citadel, and pursue a path to the right. At the termination of the enclosure, the bank is ascended to the Plains of Abraham, near the spot where Wolfe died. The large house at a distance in the front is erected on the scite of a French redoubt, which defended the ascent from Wolfe's Cove, and was the primary object of assault and capture, after the top of the hill had been gained by the British troops. The precipice at the Cove, from 150 to 200 feet in height, and full of projections of rocks and trees, seemed to be rendered almost inaccessible. General Wolfe, however with unparalleled fortitude, led the way in the night (Sept. 12, 1759) through a narrow path winding obliquely up the hill, which, with the assistance of boughs and stumps, enabled him and his troops to gain the summit. Here, by day-light the next morning, they were formed in line of battle, in readiness to meet the enemy.

General Montcalm, on receiving information that the British had possession of the heights, broke up his camp at Beaufort, crossed the St. Charles river, and at about 10 o'clock in the morning commenced the attack. After a desperate struggle of about two hours, in which both commanders had been mortally wounded, the French gave way, and left the field in possession of the victors.

Wolfe fell at the critical moment that decided the victory. He was wounded in the early part of the engagement by a bullet in his wrist—soon after by a ball which passed through his groin—and it was not until a third had pierced his breast, that he suffered himself to be carried from the field. "I die happy," was his exclamation, when in the arms of death he heard the joyful shouts of victory.

The *Martello Towers*, consisting of four circular forts, are situated at the northern extremity of the Plains of Abraham, about half a mile in advance of the exterior grand wall of the fortifications. They are numbered from the river St. Lawrence to the General Hospital, and guard the approaches to the city on the south and west. They are nearly 40 feet in height, with a base diameter almost equal; and the exterior wall is of ample strength to resist a cannonade.

Quebec, like Montreal, suffered severely from the Asiatic cholera in the summer of 1832. From the commencement of the disease in June, until its termination about the first of September, it is estimated there were not less than 2,500 deaths; being equal to about one tenth of its population.

The FALLS OF MONTMORENCI, are situated about 8 miles north-east of Quebec, on the river of the same name, near its junction with the St. Lawrence. These falls pour over a perpendicular precipice 240 feet in height, and may almost compare in beauty and grandeur with the cataract of Niagara.

The effect from the summit of the cliff is awfully grand and sublime. The prodigious depth of the descent of the waters of this surprising fall; the brightness and volubility of their course; the swiftness of their movement through the air; and the loud and hollow noise emitted from the basin, swelling with incessant agitation from the weight of the dashing waters, forcibly combine to attract the attention, and to impress the mind of the spectator with sentiments of grandeur and elevation. The breadth of the fall is 100 feet; and the basin, which is bounded by steep cliffs, forms an angle of forty-five degrees. When viewed from the beach, the cataract is seen, with resplendent beauty, to flow down the gloomy precipice, the summit of which is crowded with woods. The diffusion of the stream, to the breadth of 1,500 feet, and the various small cascades produced by the inequalities of its rocky bed, on its way to the St. Lawrence, display a very singular and pleasing combination.

Remains of entrenchments and fortifications erected during the French war are still to be seen near the falls. A battery occupied by Gen. Wolfe, in June, 1759, on the precipice north-east of the falls, is yet visible. The French occupied the opposite bank; and Wolfe attempted to storm their works by fording the river below the falls and ascending the heights. Without

forming in a regular manner, and without waiting for additional reinforcements which were on their way from Point Levi, Wolfe's men rashly ascended the hill, eager for the onset, and were cut down by the French artillery and musquetry, and obliged to retreat. The English loss was about 500; while that of the French was trifling. A storm coming on, further attampts to dislodge the French were abandoned. The British afterwards ascended the river, and the action on the Plains of Abraham, which has already been noticed, took place in the month of September following.

There are three points which afford the best views of the Falls. 1. From the upper window of the mill, whene the projecting leap is safely seen. 2. Having crossed the bridge, the visitor proceeds along the brow of the hill until he arrives nearly in front of the whole cataract; from this summit, the view, with the concomitant circumstances, inspire commingled emotions of awe, terror and astonishment. From the same spot there is a lucid and beauteous prospect of Quebec, with its encircling scenery; and with an ordinary magnifying glass, the observer can discern all the prominent objects—the steeples, towers, fortifications, principal edifices, the shipping, the course of the St. Lawrence, until it is lost among the hills—Point Levi and its vicinity—the north side of the island of Orleans—the point of Ange Gardien—and the shores of the river as far as Cape Tourment. 3. Hence the visitor descends the hill, and pursuing its course to the right, he may ordinarily advance to the rock which interrupts the turbulence of the stream when discharged into the chasm. In the view from below, the most vivid im-

pressions of this gorgeous cascade are produced; and travellers who do not thus survey the falls, can form only a faint and incorrect idea of its apparently changing effect.

At a considerable distance above the Falls, the channel of the river is contracted between high vertical rocks, and the water rushes with proportionate velocity. In one part, at about half a mile from the bridge, cascades of three or four yards in depth are adjacent to two fine geological curiosities, familiarly denominated the *Natural Steps*, which appear to have been formed by the attrition of the stream, occasioned by the melting of the snows and the augmented rapidity of the flood. Many of these steps are so regular, that they almost develope the process of human art. The perpendicular attitude of the rocks on the east side—the tree-crowned summit—the uniformity of appearance, resembling an ancient castle wall in ruins—the precipices on the western bank—and the foaming noisy current, pourtray a romantic wildness, which is highly attractive. Observers are amply remunerated for their walk, as, conjoined with this interesting object, they witness the continuous descent and the accelerating force and celerity with which the river is propelled to the point, whence it is precipitated into the St. Lawrence.

LORETTE, an Indian village, about 8 miles from the city, can be taken in the route to or from the falls of Montmorenci. It is built upon an elevated situation, whence there is an extensively varied and agreeable landscape, in many points similar to that from Cape Diamond, but also including some interesting novelties

of outline. It exhibits a bold and beautiful view of Quebec and its suburbs, and in its extent it is bounded solely by the distant southern mountains. The Indian inhabitants of the village retain many of the prominent characteristics of the aboriginal roamers of the forest, combined with vicious habits contracted by their proximity to a large sea-port, and their intercourse with its migratory population. At this village is a very charming view of the river St. Charles, tumbling and foaming over the rocks and ledges to a great depth. The rugged and perpendicularly elevated woody cliffs, in connection with the impetuous rush of the waters, although circumscribed in extent, and therefore affording no expanded prospect in immediate front, yet, as seen from the Saw-Mill, and from the bank and the bridge at the head of the dell, in its different positions and aspects, constitute an object which, when contrasted with the more majestic cataracts of Montmorenci and the Chaudiere, or recollected in combination with them, furnishes in memorial an addition to the varieties which those stupendous natural curiosities embody.

The CHAUDIERE FALLS can be approached by land or water. The former is generally preferred, the distance to the mouth of the Chaudiere being nine miles from Quebec. From thence visitors can cross at the ferry and take an indirect path to the west bank of the river, or diverge from the St. Lawrence some distance north of the Chaudiere, and arrive within a short walk of the falls on the eastern bank. The river at the cascade is much compressed, being only about 400 feet across; and the depth into the *Pot*, as it is usually termed, is about 135 feet. Many rocks divide the

stream, precisely at the fall, into three chief currents, of which the westerly is the largest—these partially reunite before their broken and agitated waves are received into the basin; where each dashing against the other maintains a turbulent whirlpool. The form of the rock forces a part of the waters into an oblique direction, advancing them beyond the line of the precipice, while the cavities in the rocks increase the foaming fury of the revolving waters in their descent, displaying globular figures of brilliant whiteness, which are richly contrasted with the encircling, dark and gloomy cliffs, while the ascending spray developes all the variety of the coloured cloudy arch, and enlivens the beauty of the landscape; the wild diversity of rocks, the foliage of the overhanging woods, the rapid motion, effulgent brightness and the deeply solemn sound of the cataracts, all combining to present a rich assemblage of objects highly attractive, especially when the visitor, emerging from the wood, is instantaneously surprised by the delightful scene. Below, the view is greatly changed, and the falls produce an additional strong and vivid impression. If strangers only view the falls from one side of the river, the prospect from the eastern shore is recommended as preferable.

The Montmorenci and Chaudiere Falls, the village of Loretto and Lake St. Charles, together with the scenery of Orleans, a beautiful island six miles down the St. Lawrence, Beaufort and Point Levi, will always afford interesting excursions to the tourist at Quebec.

The St. Lawrence below Quebec.—Those who have not seen this part of this greatest of the navigable rivers in the world, can form but a very imperfect idea

of its grandeur, and the magnificence of its scenery. Above the island of Orleans, the St. Lawrence is comparatively confined to a narrow channel passing through a level country, offering much sameness on the south shore, with the mountains on the north, too distant to produce much effect. The views on the great Lakes of the St. Lawrence in the Upper Province, stretching out of sight of land, differ little from those on any extended sea coast studded with islands, and bordered with towns and habitations.

The St. Lawrence below the Island of Orleans, from many points on its northern banks, lays open to the view a hundred miles of a river varying from twenty to twenty-five miles in width, the whole course and coast of which, in this clear atmosphere, can be distinctly discerned. Beautiful islands covered with neat dwellings and cultivated fields, contrast with those that are of bare rock, or covered with wood; the crowded settlements, the villages and distant highlands on the south shore, are opposed to the bold and lofty mountains of the north, crowned with the native forests, and impending over the margin of the river, while the valleys formed by the streams and torrents of these mountain regions, leave openings in which the village spires are discernible in front of the bare, rugged, and stupendous ranges in the interior. In other places the settlements extend nearly to the tops of the mountains, presenting to the view neat dwellings, luxuriant harvests, and green fields, etched out on the face of the wildest of nature's domains. Along the main channel of the river, numbers of the thousands of vessels which frequent Quebec during the season of navigation, are

continually passing up or down under crowded sails, or quietly anchored, waiting the tides or winds, and from behind every cape and promonotory, among the islands, and in every bay and creek, the smaller vessels and boats are constantly plying in the industrious pursuits of the inhabitants, or on excursions of social intercourse. It is a scene which elevates the mind to devout contemplation, and a just appreciation of the benfits of peaceful industry.

The inhabitants of this part of the St. Lawrence are estimated at about 100,000.

The SAGUENAY, which enters the St. Lawrence on its northern shore, about 100 miles below Quebec, is one of the most extraordinary rivers in the world. It is the grand outlet of the waters from the Saguenay country into the St. Lawrence, and although only a tributary stream, has the appearance of a long mountain lake, in an extent of fifty miles, rather than that of a river. The scenery is of the most wild and magnificent description. The river varies from about a mile to two miles in breadth, and follows its impetuous course in a south-east direction, through a deep valley formed by mountains of gneiss and sienitic granite, which in some places rise vertically from the water-side to an elevation of two thousand feet.

There is a feature attending this river, which renders it a natural curiosity, and is probably the only instance of the kind. The St. Lawrence is about eighteen miles wide at their confluence, and has a depth of about two hundred and forty feet. A ridge of rocks below the surface of the water, through which there is a channel about one hundred and twenty feet deep, lies across the

mouth of the Saguenay, within which the depth increases to eight hundred and forty feet, so that the bed of the Saguenay is absolutely six hundred feet below that of the St. Lawrence into which it falls, a depth which is preserved many miles up the river. So extraordinary a feature could only occur in a rocky country, such as is found in some parts of Canada, where the beauties of nature are displayed in their wildest form. The course of the tide, meeting with resistance from the rocks at the mouth of the Saguenay, occasions a violent ripling, or surf, which is much increased and exceedingly dangerous to boats during the ebb tide. The extraordinary depth of the river, and the total want of information concerning it, has given rise to an idea among the credulous fishermen, of its being in many parts unfathomable. This effect is admissible on uninformed minds, for there is always an appearance of mystery about a river when its water is even discoloured so as to prevent the bed from being seen, and the delusion is here powerfully assisted by the lofty overshadowing precipices of either shore.

Following the course of the river upwards, it preserves a westerly direction to the distance of about sixty miles, in some parts about half a mile broad, in others expanding into small lakes, about two miles across to their borders, being interspersed with a few low islands. In the narrow parts of the river, the depth at the distance of a few yards from the precipice forming the bank, is six hundred feet, and in the middle of the river it increases to nearly nine hundred. Here the navigation is suddenly terminated by a succession of falls and rapids, near which is situated the trading post of Chi-

cotimy. At this place there is an old church, built about two centuries ago by the Jesuits, who were active in civilizing the native Indians. The church is still kept in decent repair by the Indians, and is annually visited by a missionary priest. These people are few in number and are not to be met with between this trading post and the mouth of the river. A fine tract of country commences here, intersected by several rivers issuing from lake St. John, distant about sixty-seven miles farther to the westward. The little communication which is carried on with this lake is, by means of these rivers, in bark canoes, and batteaux, and flat-bottomed boats of the country; but it is subject to much interruption from the portages, or carrying places, necessary to avoid the numerous falls in them. The tide of emigration is directed in this quarter.

It was in this river, that the ships of the French squadron found a secure retreat, at the memorable siege of Quebec under Gen. Wolfe.

At the mouth of the St. Lawrence, 360 miles below Quebec, the river is 100 miles wide. It here connects with the Gulph of St. Lawrence, 350 miles long and 150 wide, which communicates with the Atlantic by three different passages.

FROM QUEBEC TO MONTREAL.

In returning to Montreal, the traveller (as before remarked) should, if practicable, take a boat at such an hour, as to give him a chance of viewing by day-light on the river the scenery which, in descending, was passed in the night.

The approach to Montreal in ascending the river is extremely beautiful. The mount behind the city clothed in a rich and unbroken foliage, the numerous adjacent country seats, the spires and edifices of the city, and the beautiful woody island in front, all conspire in presenting a rich and truly diversified landscape, and one that will not be easily effaced from the memory. [*For a description of Montreal, see p.* 291.]

FROM MONTREAL* TO WHITEHALL,

Is 181 miles, and the intervening distances are as follows:

	Miles.		*Miles.*
Longueil,	2	Burlington,	11
Chambly,	13	Split Rock,	12
St. Johns,	12	Essex,	2
Isle Aux Noix,	14	Basin Harbor,	12
Rouse's Point,	10	Crown Point,	12
Chazy,	12	Ticonderoga,	15
Plattsburgh,	15	Whitehall,	24
Port Kent,	15		

From Montreal the St. Lawrence is crossed in a horseboat to Longueil,† a distance of two miles. After

* At Montreal a stage can be taken twice a week for Danville, Vt. distant 100 miles; from thence to the Notch in the White Mountains, 88 miles; from thence to concord, N. H., 75 miles; and from thence to Boston, 68 miles. The whole route is performed in four days. [*For a description of the White Mountains, see "Route from Burlington to Boston."*]

† The route may be varied so as to pass through La Prairie, a village of about 200 houses, and the grand thoroughfare for trade between Montreal and St. Johns, though the route through Longueil is considered preferable.

cotimy. At this place ther[illegible]omes remarkably
about two centuries ago b[illegible] This is a considerable
tive in civilizing the nati[illegible]taining extensive barracks
kept in decent repair[illegible] vicinity is High Mountain,
visited by a missio[illegible]n its conical summits a lake of
in number and ar[illegible]ort is built of stone, in a quadran-
ding post and [illegible]resembles in its appearance an ancient
country com[illegible] this place the road follows the river, un-
issuing fro[illegible]
miles far[illegible]ve at
tion w[illegible]JOHNS, a distance of 12 miles. This place was
thes[illegible]portant post during the French and Revolutionary
br[illegible] In the latter it was taken, after a gallant de-
[illegible]nce, by General Montgomery, as was also Chambly.
It contains, at present, about 100 houses and 800 in-
habitants. Though a place of considerable business,
it possesses nothing in its appearance or accommoda-
tions inviting to a stranger. Steam boats leave St.
Johns daily for Whitehall, and touch at all the inter-
mediate places on the Lake. Fare through, $5.

LAKE CHAMPLAIN,

Forms part of the boundary line between the states of New-York and Vermont. Its length is 140 miles, and the greatest breadth 14. A great proportion of the lands on the margin of the lake are still unredeemed from a state of nature, and in some places, particularly at the north end, are low and marshy. After entering the territories of the United States, the country is more populous, and under a better state of improvement. The villages seen from the lake all exhibit a cheerful and thriving appearance. The lake properly terminates

dence; from whence to Whitehall, a
it assumes the appearance of a
re than room is left, at any point
he history of Champlain involves
events associated with the French and
wars. During those periods several for-
were constructed, which have since under-
some repairs, but are now in a state of decay.
ie ruins of the ancient fortresses at Ticonderoga and Crown Point are still visible.

Isle aux Noix, 14 miles from St. Johns. This is a strong military and naval post possessed by the English. The works are generally in good preservation; and are occupied by a small military corps. In the expedition against Canada in 1775, the troops under Generals Schuyler and Montgomery went down the lake in rafts and landed at this island, from whence they proceeded to St. Johns. The other detachment, under Gen. Arnold, marched by land through the present state of Maine, (then a wilderness) to Quebec.

Rouse's Point, at the outlet of Lake Champlain, and 10 miles from the Isle aux Noix, contains strong stone fortifications, erected by the United States, but which by the decision of the commissioners appointed to settle the boundary line between the American and British governments, fell within the territories of the latter.

The Village of Plattsburgh, 27 miles farther, is handsomely located at the mouth of the Saranac river, on the west side of Lake Champlain. It contains about 350 dwellings, besides the court house and prison for the county. The number of inhabitants is about 3000.

This place is rendered celebrated by the brilliant victory of M'Donough and Macomb, over the British land and naval forces under Sir George Provost and Commodore Downie. The naval engagement took place in front of the village, which overlooks the extensive Bay of Plattsburgh for several miles. Here the American Commodore waited at anchor the arrival of the British fleet, which appeared passing Cumberland Head, about 8 in the morning of the 11th September, 1814. The first gun from the fleet was the signal for commencing the attack on land. Sir George Prevost, with about 14,000 men, furiously assaulted the defences of the town, whilst the battle raged with increasing ardor between the fleets, then contending in full view of the respective armies. General Macomb, with his gallant little army, consisting of about 3,000 men, mostly undisciplined, foiled the repeated assaults of the enemy, until the capture of the British fleet, after an action of two hours, obliged him to retire, with the loss of 2,500 men, together with considerable baggage and ammunition. The American force on the lake consisted of 86 guns, and 820 men; and was opposed to a force of 95 guns, and 1,050 men. Thus ended the affair at Plattsburgh, no less honorable to American valor than derogatory to the British arms. Commodore Downie was killed in the engagement. He was represented as a brave and skilful officer; but was opposed to the method of attack on the American flotilla. Both fleets are now dismantled, and moored at Whitehall.

A monument erected to the memory of Commodore Downie, in the church-yard at Plattsburgh, contains the following inscription:

"Sacred to the memory of GEORGE DOWNIE, Esq. a Post-Captain in the Royal British Navy, who gloriously fell on board his B. M. S. the Confiance, while leading the vessels under his command to the attack of the American flotilla at anchor in Cumberland Bay, off Plattsburgh, on the 11th September, 1814. To mark the spot where the remains of a gallant officer and sincere friend were honorably interred, this stone has been erected by his affectionate sister-in-law Mary Downie."

The remains of a number of officers of both armies, who fell in the engagement, repose near the Commodore, with no monument to inform the stranger, and with no record but tradition to denote the spot of their interment. East of Downie are five graves, occuring in the following order: Commencing south—Captain Gopeland, an American officer—Lieut. Stansbury, of the American navy—Lieut. Runk, of the American army—Lieut. Gamble, of the American navy—and a British Sergeant. On the north side of Downie are the remains of the British Lt. Col. Wellington—on the south, two British Lieutenants—on the west Captain Purchase and four other officers, three of whom were British.

The traveller will find many objects of interest at Plattsburgh, which will warrant his continuance there for one or two days. A short distance from the village are the cantonement and breast works occupied by Gen. Macomb and his troops during the last war. A mile north is shown the house possessed by Gen. Prevost as his head-quarters during the siege in 1814; between which and the village, the marks of cannon-shot on trees and other objects, are still visible. Farther

onward, about 5 miles, on a hill overlooking the village of Beekmantown, is shown the spot where a sanguinary engagement took place between the American and British troops, which resulted in the death of the British Col. Wellington, and several men of both armies. Col. W. was killed in the centre of the road, about equidistant from the summit and foot of the hill.

M'Donough's Farm, granted by the legislature of Vermont, lies on Cumberland Head, nearly east of Plattsburgh; a ride to which, around the bay, in the warm season, is refreshing and delightful.

PORT KENT, 15 miles from Plattsburgh, is a spot selected on the lake shore for a new town or village, 17 miles southerly of Plattsburgh by land, and 15 miles by water. There are a few buildings, and a wharf erected, at which passengers are landed from the steam boat. From this place may be seen, on the north, the Isle La Mott, 26 miles distant, Grand Island, the Two Sisters, Point La Roche, Cumberland Head, and Belcore and Macomb's Islands; on the east, Stave, Providence and Hog Islands, Colchester Point, and the Green Mountains of Vermont; on the south, the village of Burlington, about 11 miles distant, with the high peak called the Camel's Rump; the whole forming a most delightful and pleasant landscape not excelled at any other point of the lake passage. Three miles west from Port Kent, are the celebrated

ADGATE'S FALLS. They are situated on the river A'Sable, and take their name from a person residing there, who is the proprietor of some valuable mills in the vicinity. The water pours over a precipice about 20 feet in height, into a narrow channel of the river,

the banks of which consist of rock, rising perpendicularly to the height of from 60 to 100 feet. At what is called the

HIGH BRIDGE, about half a milé below the falls, the channel is narrowed to 27 feet. The height of the rocks here, which are perpendicular, is 93 feet, and the water 35 feet deep. Over this chasm a bridge was once erected, by throwing timbers across; but it is now principally in decay. The sensations produced on looking into this gulf are terrific, and the stoutest heart involuntarily shrinks from the contemplation. There is an indifferent road from the falls to the High Bridge, but with this exception the spot is yet a wilderness.

About 4 miles in a westerly direction from this, is the thriving village of KEESEVILLE, which contains several manufactories, a bank, one newspaper establishments, and several handsome residences. It is a place of much enterprize, and will soon become a large town.

BURLINGTON is situated on the east side of Lake Champlain, about 24 miles south-east of Plattsburgh. This is one of those beautiful villages which so often attract the notice of a stranger in the New-England states. The ground rises with a moderate ascent from the lake and presents a slope covered with handsome houses and trees. On the highest part of the eminence, which is 330 feet above the level of the lake, stands the University of Vermont. This summit commands a noble view of the lake, and the adjacent country, for many miles. There are here about 300 houses and

stores, two banks, a court-house, jail, and 3 churches.* About 12 miles from Burlington, in the town of Willsborough, (N. Y.) is what is called the

SPLIT ROCK. This curiosity is a part of a rocky promontory projecting into the lake, on the west side, about 150 feet, and elevated above the level of the water about 12 feet. The part broken off contains about half an acre, covered with trees, and is separated from the main rock about 20 feet. The opposite sides exactly fit each other—the prominences in the one corresponding with the cavities in the other. Through this fissure a line has been let down to the depth of 500 feet, without finding bottom.

CROWN POINT, is situated 36 miles from Burlington, on the west side of Lake Champlain. It is formed by an extensive deep bay on the west, skirted by a steep mountain, and on the north and east by the body of the lake. The elevated plain was first occupied by the French, in 1731, as a military position, and abandoned by them in 1759, when General Amherst took possession of it, and built Fort Frederick. The ruins of this fort may still be traced, being situated directly opposite to Chimney Point on the south side of the bay. After the peace of 1763, it was occupied by a subaltern and a mere safe-guard, until it was burnt by accident sometime previous to the American Revolution. In 1775 it fell into the hands of the Americans, and was after-

* Travellers designing to visit Boston, frequently take a stage at this place, on a route which is noticed in a subsequent part of this work.

wards evacuated by them, on the advance of Burgoyne, in 1776. A few years since a number of British guineas were found here, from the accidental crumbling of the earth from the banks where they had been deposited.

TICONDEROGA, which has already been noticed, (*see p.* 189,) is situated 15 miles south of Crown Point, and 24 miles north of Whitehall.

One mile from Ticonderoga, is MOUNT INDEPENDENCE, on the east side of the lake; near the foot of which, the remains of a small battery are still to be seen. What was called the Horse-Shoe battery was on an elevation about a quarter of a mile in the rear.

Nine miles farther, the lake is contracted into four narrow channels, bounded on the west and east by lofty mountains.

South and EAST BAYS are soon reached, each of about five miles in extent. The former was taken by Gen. Dieskau and his army, in their route towards Fort Edward in 1755. From the latter bay to Whitehall, the passage is extremely narrow and of a serpentine course, and cannot be pursued in safety during a dark night.

WHITEHALL, terminates the steam-boat navigation of Lake Champlain. It is an incorporated village situated on the west bank of Wood Creek at its entrance into the lake, 73 miles north of Albany, and contains about 200 dwellings and stores, and 1,500 inhabitants. The situation of this place is low and unpleasant; and it derives its principal consequence from the navigation of the lake, which is passable for sloops of 80 tons burthen, and from the northern canal, which here enters

the lake. Burgoyne occupied this place for a short time, preparatory to his march to Saratoga; and on the heights, over the harbor, are the remains of a battery and block house.*

THE CHAMPLAIN CANAL.

Commencing at Whitehall, proceeds south five and a half miles, when it enters Wood Creek, a narrow sluggish stream, averaging 15 feet in depth. This creek is connected with the canal, and is rendered navigable for boats, for about 6½ miles, to Fort Ann village. From thence the canal proceeds through Fort Ann, Kingsbury, and Fort Edward, to Fort Miller Falls, below which the canal enters the river, which is made navigable 3 miles to Saratoga Falls, where the canal is taken out of the river on the west side, and proceeds through Saratoga, Stillwater and Halfmoon, to Waterford, where it enters the Hudson, and by a branch canal enters the Mohawk, which it crosses by a dam, and after passing ¾ of a mile joins the Erie canal in the town of Watervleit. The whole length of the Champlain canal is 63 miles. The cost to the state, exclusive of the feeder from Glen's Falls, was $875,000.

The intervening distances on the canal between Whitehall and Albany are as follows:

---

* A route from this place to Boston is noticed in a subsequent part of this work.

	Miles.		Miles.
Fort Ann,.....	12	Stillwater V.....	3
Sandy Hill,.....	8	Mechanics Ville,.....	3
Fort Edward,.....	2	Waterford,.....	8
Fort Miller Falls,....	8	Watervleit,.....	2
Saratoga Falls,.....	3	Gibbon's Ville,.....	2
Schuylerville,.....	2	Albany,.....	6
Bemus'-Heights,.....	12		

FROM WHITEHALL TO ALBANY.

BY STAGE AND RAIL ROAD.

Stages leave Whitehall every morning on the arrival of the Champlain steam-boats, and reach Saratoga Springs in time to dine; from whence the rail road is taken for Albany, immediately after dinner. The whole distance is 75½ miles—fare $3,50—and the intermediate distances as follows:

	Miles.		Miles.
By Stage.		*By Rail Road.*	
From Whitehall to		Ballston Spa,.....	6½
Fort Ann,.....	11	Ballston Lake,.....	5
Sandy Hill,.....	10	Schenectady,.....	10
Fort Ville,.....	7	Buel's Farm, ...	12
Wilton,.....	4	Albany,.....	3
Saratoga Springs,....	7		

The route is in a southern direction near the line of the canal, until reaching Fort Ann; half a mile north of which place, at an elbow made by Wood Creek, leaving barely room between the creek and a precipitous hill for the road, a severe engagement took place in 1777, between a detachment of Burgoyne's troops, and a party of Americans, under the command of Col. Sterry, who were on their retreat from Ticoderoga. The Americans were on the plain south of the hill,

which served as a cover to the British. Their fire on Sterry's forces below was destructive, and compelled him to abandon his position.

The village of FORT ANNE, 11 miles from Whitehall, contains 70 or 80 houses, and is located on the site of the old Fort erected during the French war. It was at the north part of the village on the bank of the creek.

Burgoyne's road, commencing about 2 miles south of the village, and pursuing nearly the course of the present road, is still visible. It was a causeway, formed by logs laid transversely, a labor which became necessary in conveying his cannon and baggage waggons to Saratoga.

SANDY HILL, 10 miles farther. (*See p.* 180.)

FORT VILLE, a small village in the town of Moreau, is 7 miles farther. About half a mile west of the village, there is a large *Spring*, which ebbs and flows regularly with the tide. It rises through a body of beautiful fine sand, containing yellow particles of a metalic substance, and has been found to answer every purpose of the purest emery. It partakes, also, so much of the character of quick sand, that every weighty substance placed in the spring, even the longest sticks of timber, are soon drawn beneath the surface. Falling, or even stepping into the fountain, therefore, is considered extremely dangerous. At low water, the surface is nearly dry; but at high tide, the water is seen boiling up at several points, covering an area of near a quarter of an acre.

About a mile south of Fort Ville, the stage passes over an eminence, which affords a beautiful view of the

Green Mountains of Vermont at the east and the intermediate country; three miles from which is Wilton church; from whence to Saratoga Springs is 7 miles. [*For a description of the latter place, together with the route by rail road to Albany, see pages* 155 *to* 162.]

ROUTES TO BOSTON.

These are so various, that the traveller may always be governed by his own taste and judgment in a selection. The route from Albany has been chosen by many on account of enjoying in the excursion a visit to the Lebanon Springs; while others have preferred a course which should embrace the rich mountain scenery of Vermon and New-Hampshire: commencing their excursions either at Saratoga Springs, Whitehall or Burlington. We therefore subjoin a description of the different routes.

FROM ALBANY TO BOSTON.

From Albany, stages leave daily for Boston, which is distanct 164 miles, and the route is performed in two days. One line passes through Bennington and Brattleborough, Vt., but the most usual route is through New-Lebanon, Pittsfield, Northampton, Brookfield, Worcester and Watertown.

The several stages and distances on the last mention route are as follows:

	Miles.		Miles.
Schodack,	5	Belchertown,	10
Nassau,	12	Ware,	9
New-Lebanon,	8	Brookfield,	8
Pittsfield,	9	Spencer,	7
Dalston,	6	Leicester,	5
Peru,	7	Worcester,	6
Worthington,	8	Framingham,	20
Chesterfield,	9	Weston,	5
Northampton,	13	Watertown,	5
Hadley,	2	Boston,	10

ALBANY, (*see p.* 135.)

NEW-LEBANON, is a pleasant village in the town of Canaan, N. Y. bordering on Pittsfield, Mass. and is 25 miles from Albany. It contains a mineral spring of considerable importance, which is much frequented in the summer months by invalids. It is principally used for the purpose of bathing; but is much inferior to the Saratoga waters either as a medicine or beverage. The fountain issues from the side of a high hill, in great abundance, discharging at the rate of 18 barrels per minute; and is used as a feeder for several mills. The water is remarkably pure and soft, and is perfectly tasteless and inodorous. Gas, in considerable quantities, escapes from the pebbles and sand, and keeps the water in constant motion. It contains small quantities of muriate of lime, muriate of soda, sulphate of lime, and carbonate of lime; and its temperature is 73 degrees of Farenheit.

Convenient bathing houses are kept in readiness at all times for the accommodation of strangers; and there are a number of boarding establishments which, at different rates, afford proportionate fare. Among these, the Navarino Hotel, is a spacious and well fur-

nished establishment, calculated to accommodate from 100 to 150 guests.

Near the spring is what is called the Shakers' Village, containing a number of neat plain buildings, generally painted yellow. The property of this society is held in common; and they are said to possess nearly 3000 acres of fertile land. Besides agricultural pursuits, they carry on several branches of manufactures, which are distinguished by excellence of workmanship. The singular regulations and ceremonies of these people, constitute an object of attention to tourists. Nine miles from New-Lebanon is the village of

. PITTSFIELD, rendered elegant from its local situation, and from the neatness of its buildings. The village contains from 150 to 200 houses, a bank, a medical college containing one of the best anatomical museums in the U. States, an academy, 2 printing offices and several stores. Here are annually held the Cattle Show and Fair of the celebrated Berkshire agricultural Society, which has been incorporated by act of the legislature; and which has done more towards improving the condition of agriculture than any other institution of the kind in the Union. The show and fair, which occupy two days, never fail to impart an unusual degree of interest, and are always attended by immense crowds of citizens.*

---

* About 24 miles north of Pittsfield, in the town of Adams, there is a *Natural Bridge*, but little inferior to the celebrated natural bridge in Virginia. The excavation or gutter is in solid lime rock, 40 rods in length, varying from 50 to 60 feet in height, through which

NORTHAMPTON is 43 miles from Pittsfield, and is one of the finest towns in New-England. It is situated a mile and a half west of Connecticut river, and was settled as early as the year 1654. It contains two academies, several churches, a bank, 2 printing offices, a court house, gaol, and 350 dwellings, some of which are very elegant. The Congregational church is considered one of the most beautiful structures of the kind in the state. There are several manufactories here; and the place exhibits an unusual degree of enterprize and wealth. The *Farmington and Hampshire canal* com-

---

runs Hudson's Brook or the north branch of the Hoosic, occupying from 13 to 14 feet, which is the uninterrupted width of the cup. Over this the bridge is thrown, being 62 feet from the bed of the brook, 15 feet long, 10 wide, arched beneath, and what renders it a matter of greater curiosity, the arch is perfectly smooth, and beautifully white. On the west side of the arch is a circular cut room, large enough to contain ten persons. The whole place bears the marks of being wrought by the irritation of the waters in a most workmanlike manner. For ages this cause must have operated in producing the result. In the neighborhood of the bridge the rocks are somewhat open; upon examining which, they are found leading to large caverns, worked out by the constant friction of water. The roar of water and the sublimity of the scenery, produce an indescribable sensation upon the visitor, which induces him to retreat, being warned that he stands on slippery places. There are many traditions respecting the precipice—one is, that a war party of Indians, on an expedition to Brookfield, in one of the early Indian wars, was dashed to pieces on the rocks below. Some fifteen or twenty years ago, a Mr. Briggs, then a student in William's College, visited the

mences at this place, and extends to New-Haven, Conn. 87 miles. Over the Connecticut river, there is a substantial bridge, 1080 feet long, resting on six stone piers.

MOUNT HOLYOKE, in the vicinity of Northampton is much frequented by tourists. It is situated on the east side of the river opposite to Northampton. The height of this mountain above the level of the river is 1070 feet. In consequence of the resort to this place, which has been not less than from two to five thousand annually, two buildings have been erected on its summit for the purpose of accommodating visitors with refreshments. The beautiful and extensive prospect afforded from the top of the mountain, will amply com-

---

place unaccompanied. Curiosity tempted him to explore more fully the precipice, and, by the assistance of poles, he descended to the base of it. Here his eyes feasted upon the wonders of nature. His curiosity being gratified, he began to think of returning. After repeated trials he gave it up, and inscribed on the rock his farewell to his friends and the world. His voice could not reach the habitation of man, and the rocks were, to all appearance, to be his grave. He, however, began to repeat the notching in the side, which was marble, and after a painful labor of several hours, he effected his escape. But the exertion proved too much; it undermined his health and in a few months he was conveyed to his grave. This place was discovered by a Mr. Hudson, while travelling the wilderness, a few years before the French war. He came to it in the night, where he remained, and heard the roaring of the mighty torrent beneath him. The next morning he perceived that had he advanced a few steps more he would have been plunged into eternity. From this circumstance, the brook and the falls bear his name.

pensate the labor and difficulty of the ascent. The view embraces eminences 160 miles apart, with several beautiful villages and a rich and fertile country intervening, and is said to be unrivalled in the eastern states.

HADLEY, 2 miles from Northampton, is one of the oldest towns in the state. It was the head quarters of the army employed for the defence of the towns on the Connecticut river, in the war with Phillip in 1675–6; and was, for a long time, the place of residence of the two regicides or judges, Whally and Goffe, in the time of Charles the second. On the town being attacked by the Indians during this war, a stranger, venerable in appearance, and differing in his apparel from the rest of the inhabitants, suddenly presented himself at the head of the colonial troops, and encouraged them by his advice and example to perseverance in defending the place. To his experience in military tactics and courage, in a great measure, was a defeat of the Indians attributable. When they retreated, the stranger disappeared; and in those times of superstition, it was verily believed by many that he was the *guardian angel* of the place. But he was no other than Col. Goffe, who seeing the village in danger, left his concealment to unite with its inhabitants in a vigorous defence.

In connection with the history of this place, the following biographical sketch of Goffe, Whalley and Dixwell may not prove uninteresting:

On the restoration of the English monarch, Charles 2d, in 1660, several of the judges who sat on the trial of Charles 1st, were seized, condemned and executed. Others, foreseeing the result, escaped. Whalley and

Goffe, two of the number, came to Boston; where, for a time, they received the hospitality due to their rank. But on learning that several of the regicides had been executed, and that Whalley and Goffe had not been included in the act of pardon, the people who had harbored them began to be alarmed; and the two judges abruptly departed for Connecticut. Subsequently, the King's proclamation was received, requiring their apprehension. They, however, eluded the vigilance of their pursuers, by secreting themselves in a cave and other secret places at New-Haven, where they continued, between three and four years, until their retreat was discovered by the Indians. Finding that they could no longer remain at New-Haven in safety, and that a vigilant search for them was still continued, they resolved to remove into a more secluded part of the country. A friend had succeeded in inducing the Rev. Mr. Russell, of Hadley, to receive them; and after a toilsome journey by night, they reached his house in October, 1664. In a chamber of this house, (which was situate on the east side, and near the centre of the present main street,) having a secret passage to the cellar, they remained undiscovered for fifteen or sixteen years. During this period, Goffe held a correspondence with his wife in England, under an assumed name; and in a letter of April, 1679, it is stated that Whalley had died some time previous, at Mr. Russell's. His bones were discovered not many years since in a sort of tomb adjoining the cellar wall of Mr. Russell's house.

Not long after Goffe and Whalley arrived at Hadley, they were joined by Col. John Dixwell, another of the judges. After remaining some time, he went to New-

Haven, assumed the name of Davids, was married, had several children, and his real name was not known until his death in 1689. He was buried in the churchyard at that place; where a coarse stone still marks the spot of his interment, with this inscription: "J. D. Esq. deceased, March 18, in the 82d year of his age—1688–9."

After the death of Whalley, Goffe travelled to the south and no certain information relative to his fate has ever been obtained.

From Hadley to BELCHERTOWN, a pleasant village, is 10 miles and from thence to

WARE FACTORY VILLAGE, is 9 miles farther. This place, located on the Ware River, has attained to an astonishing growth within a short time. There are few places in the country exhibiting so barren and rugged a soil as the scite and lands adjacent to this flourishing little city in miniature. As you approach from the west or east, it bursts upon the view with its long range of manufactories, its neat white houses, and glittering spires, producing the same sensation in the bosom, as the prospect of a beautiful garden in the midst of a desert. It contains several public buildings which would be an ornament to our most flourishing inland towns of more ancient date.

BROOKFIELD, 8 miles from Ware, is a handsome town, though very little improved by any recent additions of buildings. This place was burnt by the Indians in 1675. On the first alarm the inhabitants, in all about 70, repaired to a house slightly fortified externally with logs, and internally lined with feather beds, to check

the force of musketry. This spot was soon surrounded by the enemy, and a constant fire poured upon it in all directions. But the well directed shots of the besieged kept the Indians at a considerable distance. Various devices were used by the latter for burning the building; but their plans were thwarted by the whites, aided by a plentiful shower of rain. The attack continued for three days; when the appearance of a body of troops from Lancaster induced the Indians to seek their own safety in a precipitate retreat. All the buildings in the village except the one fortified, were destroyed. Only one of the inhabitants, however, was killed; while the loss of the Indians was 80.

LEICESTER, 12 miles. The village contains an academy, 3 churches and about 80 dwellings. The principal employment of the inhabitants is the manufacture of woollen and cotton cards; of which a very large amount is annually made.

WORCESTER, (6 miles,) is one of the oldest and most respectable towns in the state. It contains from three to four hundred houses, generally well built. Here are also a bank, four printing offices, a court-house and a jail. A newspaper which was commenced by Isaiah Thomas some time previous to the revolutionary war, is still published here, and is the oldest paper in the Union. Mr. Thomas was the author of an elaborate history of the art of printing, and continued to reside here until his decease, a short time since. He erected in the village, at a very considerable expense, a handsome building, for the reception of the library and cabinet of the American Antiquarian Society, of which he was

president. The library consists of about 6000 volumes, many of them of great antiquity, and the cabinet is also very valuable.

The BLACKSTONE CANAL commences at this place, and extends to Providence, R. I. Length 45 miles—expense rising of $500,000.

The BOSTON AND WORCESTER RAIL ROAD was commenced in August, 1832, and when completed, will constitute the usually travelled route between the two places. The line, as surveyed, passes from Worcester through Grafton, Westborough, Southborough, Hopkinton, Framingham, Natick, Needham, Newton, and Brighton to Boston—distance 43¼ miles. Worcester is 456 feet higher than Boston; but the greatest descent in any one place is estimated at only 30 feet to the mile, and the average descent at 10½ feet. The estimated cost is a little less than $1,000,000; and the amount of passengers which will pass over the road annually, has been computed at 50,000.

From Worcester to Boston, over the stage route, the distance is 40 miles, through a rich country, variegated with villages, which increase in size and importance as the tourist advances towards the metropolis of the state.

BOSTON, (*See p.* 371.)

FROM SARATOGA SPRINGS TO BOSTON.

161 *miles. Intervening distances as follows:*

	Miles.		*Miles.*
Schuyler-Ville,.....	12	Jeffrey,.....	5
Union village,.....	5	New Ipswich,.....	10
Cambridge,.....	8	Townsend,.....	12
Arlington,.....	12	Pepperel,.....	6
Manchester,.....	12	Groton,.....	3
Landsgrove,.....	15	Littleton,.....	8
Chester,.....	15	Acton,.....	3
Bellows Falls,.....	14	Concord,.....	7
Walpole Village,.....	4	Lexington,.....	7
Walpole,.....	4	Cambridge,.....	7
Keene,.....	14	Boston,.....	3
Marlborough,.....	5		

A stage leaves Saratoga Springs every morning (Sundays excepted) at 5 o'clock, reaching Manchester the first day, Keene the second, and Boston the third, to dine. Fare $7,50.

SCHUYLER-VILLE, 12 miles. (*See p.* 178.) Passing across the vale where the surrender of Burgoyne took place to the river, (on the bank of which in a field adjoining the road on the north, are seen the remains of an intrenchment,) the stage crosses it in a horse-boat.

UNION VILLAGE, 5 miles. The Battenkill river passes through the village, on the banks of which are several mills and factories. There are about 150 houses in the place; and the number is constantly augmenting.

CAMBRIDGE and ARLINGTON are good agricultural townships. In the latter place, the route, for a considerable distance is on the bank of the Battenkill, near which are several valuable and extensive quarries of white marble.

MANCHESTER, 12 miles from Arlington, is a neat village, located near the foot of the Green Mountains, which are seen stretching to the north and south as far as the eye can extend. Leaving the village, the stage soon commences ascending the great natural barrier which separates the eastern and western sections of Vermont. No exertions have been spared to improve the road; and it may be considered by far the best of any which crosses the mountain. The ascent, which is not precipitous, continues, with occasional descents, for 10 or 12 miles before the summit is reached. During the first six miles, a most extensive and variegated prospect at the west is enjoyed; and after attaining the greatest elevation, this is suddenly exchanged for a prospect nearly co-extensive at the east.

CHESTER, 30 miles from Manchester, is a pleasant village, situated on a handsome plain, and contains two churches, an excellent academy, and about 60 dwellings and stores.

BELLOWS FALLS, 14 miles, lies on the western bank of the Connecticut river. The village is flourishing, contains some very pleasant houses, a number of manufacturing establishments, and a beautiful church, which stands on an eminence, and is seen for some miles distant.

A canal, having 9 locks, and affording water for a number of mills, has been constructed around the falls. It is about half a mile in length. The whole descent of the river for this distance is 50 feet, and assumes the appearance of rapids rather than a cataract. Over the greatest descent, where the water is compressed

by ledges of rocks to a very narrow space, a handsome toll bridge is erected, 50 feet in height, from which the water is seen rushing through the pass with great rapidity, and dashing upon the rocks in the wildest disorder—presentifig a scene truly sublime and interesting.

A short distance below the falls are two rocks containing specimens of Indian workmanship. On one of the rocks are the indistinct traces of a number of human faces, represented by marks in the stone, and probably intended as a memorial of their deceased friends or chieftains. That this place was once the haunt of our savage predecessors, is evident from the arrow points and bits of their earthen pots and fragments of other utensils which may be found in a short walk over the adjacent fields.*

On the New-Hampshire side is a chain of lofty mountains, which leave but a narrow passage between their base and the river. Around one of these impending barriers the road winds its course to the pleasant village of

WALPOLE, which contains about 100 houses, including some very handsome mansions. This place was the scene of many savage incursions during the French war. It was once in the entire possession of the Indi-

* From Bellows Falls, stages can be taken every day for Concord, N. H. and for Hartford, Conn. On the latter route, the course is generally near the bank of the Connecticut river, and through a most delightful country, interspersed with several elegant villages and country seats.

ans, and retaken from them by Col. Bellows, who made the first settlement in this part of the country. The scenery in this vicinity is remarkably striking and romantic. Ten miles farther is the flourishing village of

KEENE. This is one of the handsomest villages in New-England, and is situated a few miles east of the Connecticut river. It contains about 300 dwellings, a bank, a court house and jail, 3 churches, and a population of about 3000. For a distance of 40 miles from this place no village of importance intervenes, though many handsome dwellings and rich farms are discovered on the route.

GROTON, 41 miles from Keene, is a pleasant village, containing about 100 houses and an academy; seven miles from which is the town of

CONCORD, rendered memorable as the place where the first efficient opposition was made to the British troops, in 1775. It is a large town, and contains many handsome dwellings. Eight miles from which is the town of

LEXINGTON, containing a few plain houses; but celebrated in history as the spot where the first American blood was shed in the struggle for Independence. This occurred on the 19th of April, 1775. A quantity of military stores had been collected at Concord, which the British General Gage proposed to destroy. Though secret in his operations, and though precaution had been taken the evening previous to scour the roads and secure such citizens as the British officers fell in with, yet the plan was discovered by Doctor Warren, of Boston, who sent out messengers to alarm the inhabitants and

prepare them for resistance. On the arrival the next morning at Lexington of the British troops, 8 or 900 strong, it was found that the militia of the town, to the number of 70, were in arms. Major Pitcairn, who led the British van, ordered the "rebels" to disperse. Some scattering guns were fired, which were followed by a general discharge, and continued till the militia disappeared. Eight men were killed and several wounded.*

The detachment then proceeded to Concord, a part of which took possession of two bridges beyond the town, while the remainder destroyed the military stores. A number of militia, who had collected in the vicinity, but with orders not to give the first fire, attempted to pass one of the bridges in the character of travellers. They were fired on, and two men killed. The fire was returned and a skirmish ensued, which resulted in the discomfiture of the regulars, and a precipitate retreat. Skirmishing continued during the day, and though the British received reinforcements, they were harrassed in their retreat to Bunker's Hill, where they remained secure under the protection of their ships of war.

The loss of the British, during this day, in killed, wounded and prisoners, was 273; while that of the provincialists did not exceed 90.

The blow thus struck was the precursor of more important events, and was soon followed by the battle of

---

* A handsome monument now marks the spot where this action was fought, beneath which are interred the remains of the Americans who were slain.

Breed's or (as it is generally denominated) Bunker's Hill; which is noticed in subsequent pages.

CAMBRIDGE, is situated 7 miles from Lexington. It is a large and handsome town, but derives its importance from Havard University, which is located here, and is one of the oldest and most celebrated literary institutions in the United States. It takes it name from the Rev. John Harvard, who died in 1638, leaving to the institution a legacy of 779*l.* 17*s.* 2*d.* sterling. The edifices belonging to the University are Harvard, Massachusetts, Hollis, Stoughton, Holworthy and University Halls, Holden Chapel, a new stone building recently erected, and 3 College houses, besides that for the President. These buildings are all situated in a spacious square, and are handsomely shaded with a variety of trees. There are annually educated here about 300 students. The amount of property belonging to the institution, it is said, falls little short of $600,000. It contains an extensive philosophical aparatus, and a library of about 25,000 volumes. Cambridge contains 3 handsome villages, a court house, jail, state arsenal, 8 houses of public worship, and about 5000 inhabitants.

Two miles from Cambridge is the city of Boston. The two places are connected by a bridge 3846 feet long and 40 wide, with a causeway of 3344 feet. The cost of the whole was $76,700. [*For a description of Boston, see p.* 371.]

FROM WHITEHALL TO BOSTON—178 miles.

A stage leaves Whitehall daily, (Sundays excepted) passing through the villages of Castleton and Rutland,

connecting at Chester with the route from Saratoga Springs, and reaches Boston the third day.

FAIRHAVEN, 9 miles from Whitehall, contains several mills and manufactories of iron, and about 50 houses.

CASTLETON, 5 miles farther, is a handsome village of about 100 houses, and contains a medical college and classical seminary, the latter located on an eminence south of the village, and commanding an extensive view of a rich and beautiful country. It is 160 feet in length and 40 in breadth, with projections in the centre and ends of 46 and 55 feet, and is 3 stories high, exclusive of a basement. To the building is attached a play-ground of about six acres, a part of which is to be devoted to a garden. The course of instruction in this institution, which is liberally patronized, corresponds with that of the most favored seminaries of learning in the country.

About half a mile north of the village, at the junction of the Hubbardton with the main road, are slight remains of a fort and breast work, which were occupied during the revolutionary war; two miles north of which the Hubbarton road passes over the ground where a severe action was fought between a detachment of Burgoyne's army and a body of American troops. The latter composed the rear guard of the Americans which evacuated Ticonderoga in July, 1777, and were commanded by Col. Warner. They were about 1000 strong; and were overtaken by a force of nearly the same number under Gen. Frazer. A long, severe, and obstinate conflict ensued; when the arrival of General Reidsell, with his division of Germans, compelled the

Americans to give way in all directions. The British loss was stated by Gen. Burgoyne at 35 killed and 144 wounded; and the American loss was estimated by Gen. St. Clair at 50 killed and wounded. It is generally supposed that the loss of both armies was much greater.

The Americans retreated to the south, and took part in the Bennington battle on the 16th of August, and in the capture of Burgoyne at Sararoga in October following.

RUTLAND, 10 miles from Castleton, is the capital of Rutland county. It is situated 3 miles west of the Green Mountains, in view of Killington Peak, and for beauty of local situation is not surpassed by any village in the northern states. It contains about 200 houses, three churches, a bank, court house, and gaol.

Ten miles from Rutland, in the town of Shrewsbury, the road reaches the foot of the Green Mountains, which are crossed in travelling 12 miles farther. No part of the passage is precipitous; though the road is less pleasant than that leading from Manchester. (*See p.* 348.)

CHESTER is 40 miles from Rutland; from whence the route to Boston is the same as that noticed at page 348.

FROM BURLINGTON TO BOSTON,

(*through Windsor, Vt.*)

From Burlington, Vt. where the Champlain steamboats touch in the passage up and down the lake, stages depart for Boston three times a week, passing through Montpelier and Windsor, Vt., Claremont and

Amherst, N. H., Billerica and Medford, Mass., and reach Boston on the third day. Distance 206 miles—Fare $8. The intervening distances are as follows:

	Miles.		*Miles.*
Williston,	8	Lempster,	12
Richmond,	9	Washington,	7
Bolton,	2	Hillsborough,	9
Waterbury,	8	Francistown,	9
Moretown,	4	Mount Vernon,	9
Montpelier,	7	Amherst,	6
Williamstown,	10	Merrimack,	3
Brookfield,	8	Dunstable,	7
Randolph,	12	Tyngsborough,	6
Royalton,	3	Chelmsford,	7
Barnard,	6	Billerica,	4
Woodstock,	8	Wolburn,	9
Windsor,	14	Boston,	10
Claremont,	9		

BURLINGTON. (*See p.* 331.)

MONTPELIER, is situated on the Onion River, a little north of the centre of the state, 38 miles from Burlington. It is at present the seat of government, and has a state house, court house, gaol and 2 houses of public worship, besides a number of manufacturing establishments. It contains about 2000 inhabitants.

With the exception of a narrow vale, through which the river passes, the village is surrounded by lofty hills and mountains, which give it the appearance of seclusion from the rest of the world. The road for several miles previous to reaching the village, and after leaving it, is on the bank of the river, and the mountain scenery is unusually romantic.

In passing from Montpelier to Randolph, the route is on what is termed the gulph road. This gulph is six

miles in extent, between lofty mountains, with barely a sufficient space for a road and the White river, a beautifully transparent stream, exhibiting, in most instances, a bottom of white gravel.

RANDOLPH, 30 miles from Montpelier, is on a lofty ridge of land affording some of the finest farms in the state. The village is small, but much admired for its location and neatness.

ROYALTON, 3 miles. A pleasant village.

WOODSTOCK, 14 miles, the capital of Windsor county, is a place of considerable business. The principal village, called Woodstock Green, is on the bank of the Queechy river, and contains a bank, court house, jail, church and a marble factory—also an extensive manufactory of scythes.

WINDSOR, 14 miles, is a beautiful town on the west bank of the Connecticut. The houses exhibit a very neat and handsome appearance, and stand in a fertile and richly cultivated tract of country. It contains a bank, Female Seminary, a number of churches, and the Vermont Penitentiary. The bridge built across the Connecticut at this place is one of the handsomest on the river. *Ascutney*, a mountain in the southwest part of the town, is 1732 feet in height, and is well worthy the attention of those who take delight in the rich and diversified prospects afforded from mountain summits.

At Windsor, the route crosses the Connecticut river into New-Hampshire, and proceeds through a fertile country, occasionally interspersed with a pleasant village, to Boston.

FROM BURLINGTON TO BOSTON,

(By way of the White Mountains and Concord, New-Hampshire)—275 miles.*

The intermediate distances on this route are as follows:

	Miles.		*Miles.*
From Burlington to Montpelier,	38	Union Bridge,	7
Littleton, N. H.	40	Winnepiseogee Bridge,	4
E. A. Crawford's,	18	Concord,	17–202
Notch of the White Mountains,	5	Hookset,	8
Notch House,	2	Amoskeag,	7
Crawford's Farm,	6	Piscataqua,	2
Bartlett,	7	Merrimack,	10
Conway,	10–126	Nashua,	6
Six Mile Pond,	11	Tyngsboro',	8
Centre Harbor,	24	Lowell,	7
Guilford,	13	*By rail road.*	
		Boston,	25–275

* Strangers designing to proceed directly to Boston from Burlington, via Concord, N. H. without visiting the White Mountains, continue on the route from Montpelier to Randolph, as noticed at p. 356, and from thence to Hanover, 25 miles, and to Concord 55 miles farther. (The route from the latter place to Boston is noticed at p. 367.) HANOVER is located on a handsome plain, half a mile from the Connecticut river, and contains the buildings of Dartmouth college and about 80 dwelling houses. The college derives its name from William, Earl of Dartmouth, one of its principal benefactors. It was founded in 1769, by the late Doct. Eleazer Wheelock, and is in a flourishing condition. A medical institution is connected with the college, and is accommodated with a brick edifice, containing, besides rooms for students, a laboratory, anatomical museum, miner-

A stage can be taken at Burlington 3 times a week for Montpelier, Vt. distant 38 miles, where it is recommended to travellers to proceed to Littleton, N. H. 40 miles east of Montpelier, from whence a stage passes twice a week through the *Notch* of the White Mountains to Conway; and from thence to Portland, (Maine,) three times a week. From Littleton to Ethan A. Crawford's at the foot of the mountains, 18 miles, about half the distance is through a cultivated country; but the remaining part is through an extensive, and, but for the road, an impenetrable forest.

The first view of the White Mountains, as distinguished from the multitude of peaks and summits which meet the eye in every direction, is obtained a short distance from Littleton; but Mount Washington is not seen till arriving near to Crawford's. The first view of these mountains is magnificent, and as they are approached they become more and more so, until the bare bleak summit of Mount Washington, rising far above the immense piles which surround it, strikes the traveller with awe and astonishment. But the emotions which one receives from the grand and majestic scenery which surrounds him here, are utterly beyond the power of description. There is no single object upon which the eye rests and which the mind may grasp, but the vast and multiplied features of the landscape actually bewilder while they delight.

---

alogical cabinet, library and lecture rooms. The number of students educated at this college annually is between 2 and 300.

These mountains are the loftiest in the U. States east of the Rocky Mountains; and their heights above the Connecticut river have been estimated as follows: Washington, 5350 ft.; Jefferson, 5261; Adams, 5383; Madison, 5039; Monroe, 4932; Quincy, 4470. From the summit of Mount Washington, the Atlantic ocean is seen at Portland, 65 miles S. E.; the Katahdin Mountains to the N. E. near the sources of the Penobscot river; the Green Mountains of Vermont on the west; Mount Monadnock, 120 miles to the S. W.; and numerous lakes, rivers, &c. within a less circumference. The *Notch* or *Gap* is on the west side of the mountains, and is a deep and narrow defile, in one place only 22 feet wide. A road passes through, which is crossed by the river Saco; into which several tributary streams enter from the mountain heights, forming many beautiful cascades. Lafayette Mountain is situated in the northeast part of the township of Franconia, nearly equidistant from Mount Washington at the northeast, and Moose-Hillock at the southwest, being about 20 miles from each; and it is obviously more elevated than any other summit in sight, except the White Mountains.

At the *Franconia* Notch, near the road leading from Franconia to Plymouth, and about three miles south of Mount Lafayette, a foot path has been cleared out from the road to the top of the mountain. The point where the path commences is six miles from the Franconia iron works, and the length of it from the road to the summit is three miles; and throughout this distance it is almost uniformly steep. The ascent for the distance of about two miles is through a thick forest of

hemlock, spruce, &c. Higher up, the mountain is encompassed with a zone, about half a mile in width, covered with stinted trees, chiefly hemlock and spruce. Above the upper edge of this zone, which is about half a mile from the top, trees and shrubs disappear. The summit is composed chiefly of bare rocks, partly in large masses, and partly broken into small pieces.

The view from the top is exceedingly picturesque and magnificent. Although it is not so extensive as that from the summit of Mount Washington, yet owing to the more advantageous situation of Lafayette, being more central as it respects this mountainous region, it is not inferior to it either in beauty or grandeur. The view to the northeast, east, south and southwest, is one grand panorama of mountain scenery, presenting more than fifty summits, which when viewed from this elevation do not appear to differ greatly in height. Some of these mountains are covered with verdure to the top, while the summits of others are composed of naked rocks; and down the sides of many of them may be seen *slides* or *avalanches* of earth, rocks and trees more or less extensive, which serve to diversify the scene. The only appearance of cultivation in this whole compass is confined to a few farms seen in a direction west of south, on the road to Plymouth, extending along the Pemigewasset branch of the Merrimack. To the west is seen the territory watered by the Connecticut and the Ammonoosuck.

At a place in the road through the Franconia Notch where the path up the mountain commences, is exhibited to the view of the traveller, on the mountain opposite to Lafayette, *the Profile* or the *Old Man of the*

Mountain, a singular *lusus naturæ*, and a remarkable curiosity. It is situated on the brow of the peak or precipice, which rises almost perpendicularly from the surface of a small lake, directly in front to the height (as estimated) of from 600 to 1000 feet. The front of this precipice is formed of solid rock, but as viewed from the point where the profile is seen, the whole of it appears to be covered with trees and vegetation, except about space enough for a side view of the Old Man's bust. All the principal features of the human face, as seen in a profile, are formed with surprising exactness. The little lake at the bottom of the precipice is about half a mile in length, and is one of the sources of the Pemigewassat river. Half a mile to the north of this, there is another lake, surrounded with romantic scenery, nearly a mile in length, and more than half a mile in breadth. This is one of the sources of the southern branch of the Ammonoosuck, which flows into the Connecticut. These lakes are both situated in the Notch, very near the road, and near to the point where the steep ascent of Mount Lafayette commences. The northern lake is 900 feet above the site of the Franconia iron works, and the highest point in the road through the Notch is 1028 feet above the same level. Other curiosities in this vicinity are, the *Basin* and the *Pulpit*.

A portion of the Gap, including the Notch in the *White Mountains*, which is the most sublime and interesting, is about 5 or 6 miles in length. It is composed of a double barrier of mountains, rising very abruptly from both sides of the wild roaring river Saco, which frequently washes the feet of both barriers. Sometimes

there is not room for a single carriage to pass between the stream and the mountains, and the road is cut into the mountain itself. This double barrier rises on each side to the height of nearly half a mile in perpendicular altitude, and is capped here and there by proud castellated turrets, standing high above the continued ridges. These are not straight, but are formed into numerous zig-zag turns, which frequently cut off the view and seem to imprison the traveller in the vast, gloomy gulf. The sides of the mountains are deeply furrowed and scarred by the tremendous effects of the memorable deluge and avalanches of 1826. No tradition existed of any slide in former times, and such as are now observed to have formerly happened, had been completely veiled by forest growth and shrubs. At length, on the 28th of June, two months before the *fatal* avalanche, there was one not far from the Willey house, which so far alarmed the family, that they erected an encampment a little distance from their dwelling, intending it as a place of refuge. On the fatal night, it was impenetrably dark and frightfully tempestuous; the lonely family had retired to rest, in their humble dwelling, six miles from the nearest human creature. The avalanches descended in every part of the gulf, for a distance of two miles; and a very heavy one began on the mountain top, immediately above the house, and descended in a direct line towards it; the sweeping torrent, a river from the clouds, and a river full of trees, earth, stones and rocks, rushed to the house and marvellously divided within six feet of it, and just behind it, and passed on either side, sweeping away the stable and horses, and completely encircling the dwelling, but leaving it untouched. At this time, probably towards

midnight, (as the state of the beds and apparel, &c. shewed that they had retired to rest,) the family issued from the house, and were swept away by the torrent.

Search, for two or three days, was made in vain for the bodies, when they were at length found. They were evidently floated along by the torrent and covered by the drift wood. A pole, with a board nailed across it, like a guide post, now indicates the spot where the bodies were found. Had the family remained in the house they would have been entirely safe. Even the little green in front and east of the house was undisturbed, and a flock of sheep, (a part of the possession of the family) remained on this small spot of ground, and were found there the next morning in safety—although the torrent dividing just above the house, and forming a curve on both sides, had swept completely around them, again united below, and covered the meadows and orchard with ruins, which remain there to this day. Nine persons were destroyed by this catastrophe, and the story of their virtues and their fate is often told to the traveller by the scattered population of these mountain vallies, in a style of simple pathos and minuteness of detail, which has all the interest of truth and incident of romance in its recital. The scene of this disaster was about 7 miles from Ethan A. Crawford's, and 2 miles from the commencement of the Notch, where Thomas Crawford, a brother of Ethan, now resides.

The number of visitors to the White Mountains has been considerably increased, on account of the interest existed by these *avalanches*. The most sublime views of them, (several of which are nearly equal to the memo-

rable one which swept away the unfortunate Willey family,) may be seen all along for several miles, in passing through the Notch. They are also observed from various points in the country around, extending down the sides of many of the elevated mountains; and the astonishing effects of this extraordinary inundation are also witnessed in the great enlargement of the channels of the streams which rise in these clusters of mountains. This is the fact especially with regard to the channel of the principal branch of the Ammonoosuck, which rises near the summit of Mount Washington.

The camp which was built by Mr. Crawford for the accommodation of visitors over night, two miles and a quarter from the summit of Mount Washington, was situated near this branch, and was carried away by the swelling of the stream. A small camp has been erected in its place, but it is of little use, and affords no accommodations for lodging visitors over night.

The distance from Crawford's house to the summit of Mount Washington, is nine miles. Through a part of this distance a carriage road is now made, leaving only 4 or 5 miles to be ascended on foot. The time usually occupied in ascending the mountain, reckoning from the time of leaving Crawford's house to the time of returning to it again, is from ten to fourteen hours; and the shortest time in which the enterprise has been performed is about eight hours.

Continuing the route through the Notch, the first house reached, is the Elder Crawford's, six miles from the "Notch house," as that once occupied by the unfortunate Willey is called. From thence to Bartlett is

seven miles. From this place to Conway, which is ten miles, there are more appearances of cultivation, particularly in the little valley through which the road passes. The country around, however, is still wild and unimproved, displaying a succession of bold and lofty mountain scenery. The prospect at the village of Conway is bounded on the north and west by high mountains, and the several summits of the White Mountains, rising at 30 miles distant, are more easily distinguished than at any point near them.

FRYEBURGH, in Maine, is 10 miles from Conway, and is generally taken in the route to the White Mountains from the east. It is a considerable village, built upon a wide plain upon two broad streets, and has a respectable academy. It is chiefly interesting as being associated with the early history of our country. About a mile from the village is Lovell's pond, the scene of the bloody fight in 1725 between a gallant band of Americans under Capt. Lovell, and the remnant of the Pequawket tribe under the renowned Chief Paugus. From Fryeburgh to Portland, distant 52 miles, the road is over a dull and uninteresting country; but travellers designing to visit that place in connection with the White Mountains, will find it the most direct route. [*For a description of Portland, see the route from Boston to that place in subsequent pages.*]

FROM CONWAY TO CONCORD, N. H.—76 MILES.

Returning to Conway, and proceeding on the route to Concord, Six Mile Pond is passed in going 11 miles, and Centre Harbor is reached in going 24 miles farther.

The road for 20 or 30 miles, is through a valley bordered with lofty mountains, exhibiting only an occasional settlement.

CENTRE HARBOR is on Lake Winnipiseogee,* the largest lake in the state. It is 23 miles long and from 6 to 14 broad, and is remarkable for its beautiful and sublime scenery. It discharges its waters through the Winnipiseogee river into the Merrimack, 232 feet below the lake. From the top of RED MOUNTAIN in Centre Harbor, 1500 feet high, and which is accessible for about two thirds of the way in a carriage, there is an extensive prospect. At the distance of 70 miles to the southwest, may be seen Mount Monadnock; at the west, the Kyarsage and Simson mountains; at the northwest the Moose-Hillock; at the north, the Sandwich mountains, with the Squam lake intervening; at the southeast, the Winnipiseogee lake, with its numerous islands, bays, and the mountains which rise from its borders, including Ossippee on the northeast, Gunstock on the south, and a semi-circular mountain at the termination of the lake at the southeast; the whole forming a vast billowy ocean of lofty mountains, with their grand intersecting curves, exhibiting a complete panorama of the sublimest mountain scenery.

---

* It is in contemplation to place a steam boat on this lake, to run from Centre Harbor to Alten Bay, thus substituting a water communication of 25 miles, instead of 30 miles of laborious land carriage. It would open an easy route from Boston and Portsmouth, N. H. to the White Mountains.

Squam Lake, which lies west of the mountain, is 10 miles long and 5 wide, and like the Winnipiseogee, is sprinkled with numerous small and beautiful islands. The finest of trout are caught in these lakes, and their shores abound with an abundance of game, affording to the angler and fowler ample means of employment as well as amusement.

The route from Centre Harbor to Concord, 41 miles, passes through an interesting country, affording a view of several flourishing manufacturing villages.

Concord is the capital of New-Hampshire. The village is principally composed of two streets on the west bank of the Merrimack river, and contains a state house, state prison, town house, bank, several churches, 4 or 5 printing offices, and about 250 dwelling-houses. The state house, located near the centre of the village, is an elegant building of hewn granite, 100 feet long, with a large hall on the first floor, and the senate and representatives' chambers on the second. The building is surrounded by a spacious yard, which is enclosed by a handsome wall. The state prison, a strong building, is a short distance from the state house.

The Merrimack river is navigable for large boats from Concord to Chelmsford; from whence to Boston the communication is continued in the Middlesex canal, 28 miles long.

FROM CONCORD TO BOSTON—73 miles.

Stages leave Concord every day, passing through Hookset, Amoskeag, Piscataqua, Merrimack, Nashua, and Tyngsboro' to Lowell, from whence a rail road

will shortly be taken to Boston. The route is mostly along the bank of the Merrimack river; which, owing to its rapid descent, affords many important manufacturing facilities.

NASHUA, 33 miles from Concord, is the most important village between that place and Lowell. It is connected with the Merrimack river by means of a canal, 1½ miles long, and contains several manufactories and about 3000 inhabitants.

LOWELL, 15 miles from Nashua, is one of the largest manufacturing towns in the U. States. It is located on the Merrimack river and the Middlesex canal leading to Boston. The falls of the river at this place are 30 feet and afford the most ample means for extensive operations by water power. The village and the first factory were commenced in 1813, and the place now assumes the character of a large bustling town, laid into streets with much taste and elegance, and the whole appearance of the place is rendered peculiarly interesting from the magnificent and numerous factories and public buildings with which it is adorned. Its population at the census in 1830, was 6,474, and in 1835, 12,363.

As this place has been not inaptly termed the "Manchester of America," the following sketch of the present state of its manufactures of cotton and woollen goods may prove acceptable to the tourist. It is extracted from the Lowell Journal.

"The whole amount of capital at present invested, is $6,150,000. The number of large mills in actual operation is nineteen. These mills are each about one

hundred and fifty-seven feet in length and forty-five in breadth—of brick, five stories high, each story averaging from ten to thirteen feet high, thus giving opportunity for a free circulation of air. The aggregate number of spindles used is 84,000—looms 3000. The whole number of operatives employed is about 5000, of which 1200 are males, 3800 are females. The quantity of raw cotton used in these mills per annum, exceeds 80,000,000 pounds or 20,000 bales. The number of yards of cotton goods of various qualities manufactured annually is about 27,000,000. Were the different pieces united, they would reach to the distance of 15,300 miles! In this estimate is included about 2,000,000 yards of coarse mixed cotton and woollen negro clothing, in the manufacture of which about 80,000 pounds of wool are used per annum.

"The quantity of wool, manufactured annually into cassimeres, is about 150,000 pounds, making about 150,000 yards.

"The Lowell Carpet Manufactory is in itself a curiosity. Sixty eight looms are kept in operation by hand labor, viz. fifty for ingrained or Kidderminster carpeting, ten for Brussels, and eight for rugs of various kinds. One hundred and forty thousand pounds of wool in the course of a year are manufactured into rich and beautiful carpets, the colors of which will vie with any imported. The number of yards of carpeting made per annum is upwards of one hundred and twenty thousand, besides rugs. The operatives at present employed in all these mills receive for their labor about one million two hundred thousand dollars per annum.

"The Lawrence Company has now but one mill in operation. One other is erected which will be in operation in a short time. The foundations of two others are laid which will be ready to go into operation in the course of this year, (1834). These mills contain about 16,500 additional spindles for cotton, and 550 looms, and will use 2,500,000 lbs. of raw cotton annually, furnishing employment for 700 operatives.

"The Middlesex Company has lately erected another mill, for the manufacture of cassimeres and broadcloths, which is said to be one of the first manufacturing edifices in the United States. It is one hundred and fifty-three feet in length, by forty-six, and six stories high. It contains 2,880 spindles, and sixty-four looms for cassimeres, and forty for broad cloths. It works up about 300,000 lbs. of wool annually, and employs about two hundred and seventy-five operatives.

"The edifice in which all the machinery employed in the mills is manufactured, is termed the 'Machine Shop,' belonging to the Locks and Canal Company, and is probably the largest 'shop' in the country, being built of brick, four stories high, two hundred and twenty feet in length and forty-five feet in width.

"The great water-power is produced by a canal a mile and a half long, sixty feet wide, and eight feet deep from its commencement above the head of Pawtucket falls on the Merrimack, to its termination in Concord river. The entire fall is thirty-two feet. The water is taken from this canal by smaller canals, and conveyed to the factories, and thence into the Merrimack. There are room and water power sufficient for fifty additional factories."

The BOSTON AND LOWELL RAIL ROAD is now in active progress, and will soon be completed, affording an easy and expeditious route to the metropolis of the state. It commences at the basin of the canal in Lowell, and crosses the Charles river at Boston over a wooden viaduct, on the west side of Warren bridge. The length of the road is 25 miles, and the inclination on no part of the route exceeds 10 feet in a mile. For the present, there will be but a single track, with the necessary number of turn outs; but provision is made for another track, if required. The materials employed are principally stone and iron, and the workmanship is highly creditable to the company and to the individuals engaged in the construction. The travel and transportation on the road must necessarily be great; and there can scarcely remain a doubt that it will prove a profitable investment to the stockholders.

MEDFORD, 4 miles from Boston, is on the Mystic river; 3 miles from which is the handsome village of

CHARLESTOWN. (*See p.* 381.) One mile farther the Charlestown bridge intervening, is the

CITY OF BOSTON,*

Which is pleasantly situated at the bottom of Massachusetts Bay, on a peninsula of an uneven surface, two miles long, and in the widest part about one mile broad. The town owes its origin to a spirit of civil and

* Bowen's Picture of Boston, published by A. Bowen, No. 2, Congress street, will prove a valuable guide to strangers visiting that city and its environs.

religious liberty, which was excited to action by the persecutions that prevailed in England during the reigns of Queen Elizabeth, and Kings James and Charles the First. Most of those who can properly be considered as *first settlers* arrived prior to the year 1643. The place was first called Trimountain, in consequence of three hills which were on the peninsula. It was afterwards called Boston, in honor of the Rev. Mr. Cotton, a minister of the first church in the town, and whose native place was Boston in England.

The harbor is one of the best in the United States. It has a sufficient depth of water for the largest vessels at all times of tide, and is accessible at all seasons of the year. It is safe from every wind, and so capacious that it will allow 500 vessels to ride at anchor, while the entrance is so narrow as scarcely to admit two ships abreast. It contains about 75 square miles, within which are upwards of 100 islands or rocks; and receives within its bosom the waters of the Mystic, Charles, Neponset and Manatticut rivers, besides several streams of less magnitude.

Boston is very extensively engaged in commerce, and there are probably few cities in the world where there is so much wealth in proportion to the population. The trade, too, received from an extensive inland country, is very great, the facilities for approaching the city being rendered easy by means of excellent roads.

The appearance of Boston is much admired by strangers, particularly when approaching from the sea. Its streets do not exhibit so great a regularity as some other cities; but its beautiful location and elegant public and private buildings, together with its richly ornamen-

tal grounds for promenading, render it altogether a peculiarly delightful and attractive place.

The city is divided into four local districts, called North Boston, West Boston, South End and South Boston; and its population in 1830 was 61,392. From Copp's Hill, in North Boston, which is partly occupied for a church yard, the British cannonaded the town of Charlestown in 1775, during the battle of Bunker Hill, when the village was mostly destroyed by conflagration.

In the south-western part of the city, and in front of the state house, is the celebrated COMMON, presenting an area of about 50 acres, containing the Mall, a very beautiful public walk, adorned with rows of trees. This is a delightful promenade during the summer months, and is a place of general resort. In the centre of the Common is an eminence still exhibiting marks of the fortification erected by the British here during the revolution; north of which is the Crescent Pond, a beautiful sheet of water, surrounded with trees. Near the Mall, in Mason street, is the Medical college, an edifice belonging to the Harvard University, surmounted by a dome with a sky-light and balustrade.

The *Boston Atheneum* is located near the head of Pearl street, and is a very spacious building, containing appropriate rooms. The number of volumes attached to the institution is about 30,000. It also contains nearly 14,000 medals and coins, some of which are very rare and interesting. The rooms are open from 8 A. M. to 9 P. M. and can be visited by strangers introduced by subscribers.

The *Gallery of Fine Arts* is a handsome structure in the rear of the Atheneum, and is appropriated for scientific lectures, the Academy of Arts and Sciences, the Massachusetts Medical Library, a philosophical apparatus of the Mechanic Institution, and for paintings; the latter of which are exhibited in the upper story, and are generally very elegant.

Among the other literary institutions in the city are the *Massachusetts Historical Society*, who have an extensive library in a spacious apartment over the arch in Franklin street; the *Boston Library Society*, who have a collection of 7000 volumes; and the *Columbian Library*, which contains about 4500 volumes. There are also numerous other libraries of less note. Among the benevolent institutions are the House of Industry at South Boston, of rough dimension stone, 220 feet long, and 43 wide; the Massachusetts General Hospital, founded in 1818, which has been richly endowed by the state and individuals; and a Hospital for the Insane, the buildings of which are at Charlestown.

The first houses built in the city were plain, and the streets narrow and crooked; but a few years have wrought a striking and almost incredible change; new streets have been laid out, old ones straightened and improved, and neat brick and granite dwellings have been substituted for the ill-shapen and decaying houses of wood. The private buildings, and many of the stores recently erected, are more splendid than in any other city of the United States. In 1817, there was erected on each side of Market street, a block of brick stores more than 400 feet in length, and 4 stories high; and on Central Wharf another immense pile of build-

ings was completed the same year, 1240 feet long, containing 54 stores 4 stories high, having a spacious hall in the centre, over which is erected an elegant observatory. Other costly works have been constructed which do honor to the town; but the project which exceeded them all in boldness of design, in promise of public benefit, and in energy of execution, is that which within a few years has been accomplished in the vicinity of Fanueil Hall Market. The extensive rows of granite stores, four stories high, constructed after the best model, bound this newly perfected enterprise. Between these two ranges of stores stands the new Market House, at the distance of 102 feet from those on the south side, and 65 feet from the north. The centre part of the building is 74 by 55 feet, having a hall in the second story. The wings are each 231 feet long by 50 wide, and two stories high. They have each a portico of four columns, 23 feet high; the shafts of granite in a single piece. The construction of the whole is of hammered granite of a uniform color.

Among the public buildings are the State House, which is built on elevated ground, commanding a fine view of the surrounding country, and containing an elegant statue of Washington, which cost $15,000; the new county Court House, built of stone at an expense of $92,000; the municipal Court House; a new stone Jail; Fanueil Hall, where all public meetings of the citizens are held; two Theatres, one of which (the Tremont) was erected in 1827, at a cost of about $120,000, being 135 feet in length and about 80 in breadth, the front of Hallowell and Quincy granite, in imitation of the Ionic order, with four pilasters supporting an entab-

lature and pediment, and elevated on a basement of 17 feet; the Custom House, City Hall, Merchant's Hall, Masonic Temple, Boylston Market and Boylston Hall; U. S. Branch Bank; Concert, Julian, Corinthian, Pantheon and Washington and Chauncey Halls.

Bridges.—There are seven bridges connecting Boston with the adjacent towns. Charles River bridge, which connects it with Charlestown on the north, 1503 feet long; Warren bridge, nearly parallel with the former, and also running to Charlestown, 1420 feet long, on piers and Macadamized, at the end of which the Lowell rail road terminates; West Boston bridge, connecting it with Cambridge Port on the west, 7810 feet long; Craigie's Canal bridge, between the last two, connecting it with Lechmere Point, 2796 feet long; and two bridges uniting it to South Boston. The other avenue is a mill dam, nearly two miles long and fifty feet wide, across the bay on the southwest side of the city; which not only furnishes a bridge, but puts in operation extensive tide-mills and other water works. This dam was built in 1823–4, and cost upwards of $600,000. There is a branch from Craige's bridge also, which runs to Charlestown Point, near the Massachusetts state prison.

Churches.—There are nearly 50 churches in Boston, many of which have been built at great expense, and are very elegant. On one of the quoins at the southwest corner of the Brattle street church, of which Gov. Hancock was a benefactor, his name had been inscribed; but it was effaced by the British soldiery during the revolution, and the stone has been permitted to remain as they left it. A shot from the Americans on

the night previous to the evacuation of Boston by the British, still remains in the tower where it originally struck. In St. Paul's church, in Common street, there is an elegant monument to the memory of Gen. Warren, who was slain on Bunker Hill, and whose remains are entomed in the cemetry beneath this church.

Burial Grounds.—In the *Chapel* burial ground, north of the stone chapel, there are several ancient monuments; and among others that of Gov. Winthrop, who died in 1649. In the *Copp's Hill* ground similar mementoes of antiquity are found. In the *Granary* ground, the cenotaph erected to the memory of Doct. Franklin stands over the tomb, in which repose the remains of both his parents. The tombs of Governors Bellingham, Sumner and Sullivan are also in this ground.

The *New-England Museum*, in Court street, is probably the best in the United States, and should be visited by every stranger before leaving the city.

Hotels.—Tremont House is the most superb hotel in Boston, and not inferior to any in the Union. It is three stories high in front and four on the wings, exclusive of the basement. The front and two circular ends facing Beacon street, and the open ground south of the building, are of Quincy granite, and surmounted by an entablature, supported by antes at each extremity. The portico, which is of the same material, is 37 feet long by 7 feet in width, and 25 feet high. Four fluted columns support the roof of the portico, the proportions of which are copied from those of the Doric portico at Athens, with the exception that the portico of the Tremont House di-triglyph, the inter columniations being nearly equal. The whole number of rooms

is one hundred and eighty; and the principal entrance is nearly opposite the Tremont theatre. From the look-out above the roof of this structure, an extensive and beautiful landscape, comprising a view of the harbor and the amphitheatre of hills to the west, and of the towns of Charlestown and Chelsea to the north, presents itself.

The other principal public houses are the Exchange Coffee House, an excellent establishment, New-England Coffee House, Franklin House, Fulton House, Marlboro' Hotel, Commercial Coffee House, City Tavern, Washington Coffee House, Bromfield House, Merchants' Hotel and La Fayette Hotel.

The *Hancock House*, the former residence of Gov. Hancock, is still in good preservation in Beacon street, near the state house. There are also several ancient buildings in the vicinity of Ann street and Market square; in one of which, opposite the Golden Key, a relative of Doct. Franklin formerly resided, to whom he was in the habit of paying frequent visits.

The number of stage coaches which regularly leave Boston, is much larger than that of any other place in the Union. There are between eighty and ninety distinct lines of stages; which, according to their established arrangements, not including extras, make about 125 departures and as many arrivals daily, or more than 1500 departures and arrivals each week. For the benefit of public houses and travellers, a *Stage Register* is published, once in two months, by Messrs. Badger and Porter, 63 Court street, containing an account of the principal lines of stages, steam boats and canal packets in New-England and New-York.

The country around Boston is the admiration of every traveller of taste. The view from the dome of the state house surpasses any thing of the kind in this country, and is not excelled by that from the castle hill of Edinburgh, or that of the Bay of Naples from the castle of St. Elmo. Here may be seen at one view, the shipping, the harbor, variegated with islands and alive with business; Charles river and its beautiful country, ornamented with elegant private mansions; and more than twenty flourishing towns. The hills are finely cultivated, and rounded by the hand of nature with singular felicity.

MOUNT AUBURN. Every traveller of taste should visit the new cemetry at Mount Auburn, in Cambridge, 5 miles from Boston. It is the *pere la chaise* of this country, and is situated in one of the most delightful spots ever selected for the repose of the dead. The grounds are very extensive, comprising every variety of hill and dale, covered with trees and shrubbery of almost every kind. There are numerous "avenues" for carriages, and "paths" for pedestrians, designated by botanical names. The interments as yet have been very few; though the lots are all laid out, and many of them finished. Miss Hannah Adams, the historian of the Jews, was the first tenant of Mount Auburn. She died in December, 1831. Nature made this retreat romantic—art has rendered it beautifnl,—the Creator formed it lovely—man has made it sacred!

QUINCY is 10 miles from Boston, in a southerly direction. About half a mile northwest of the village is the mansion of the late John Adams, the second president

of the U. States. His remains and those of his wife repose beneath the new church at Quincy, within which a handsome monument to their memory has been erected by the late president, John Quincy Adams, with a suitable inscription.

The southwest part of the town is mostly composed of inexhaustible beds of granite, for the transportation of which a RAIL-WAY has been constructed from the beds to tide water, 3 miles long. For a great part of the distance it is on an inclination of one and a half inch to the rod, and the ordinary load drawn by a horse is between 8 and 9 tons. It will be found an object worthy the attention of strangers.

DORCHESTER, is an ancient town, about 4½ miles south of Boston, having been settled in 1630, soon after Plymouth and Salem. The roads are numerous and crooked, but mostly level and kept in good repair. Many fine country seats and substantial farm houses are thickly arranged on their sides. They have a town house, three congregational churches, and one for methodists. The population is about 4000. The peninsula, called Dorchester Neck, borders on Boston harbor, and a part of it is incorporated with the town of Boston. Sayin Hill, in this town, is a place of considerable resort, and the peninsula of Squantum is famous for its yearly feast of shells. On the 4th of March, 1776, 1200 men, sent by Gen. Washington, threw up works on Dorchester Heights in the night, which commanded Boston harbor and drove the British army away. Traces of these works still remain.

BRIGHTON, 5 miles west of Boston, was formerly a part of Cambridge, and lies between that place and Brookline. Here is held the famous Cattle Fair, which was commenced during the revolutionary war, and has been increasing in importance ever since. Most of the cattle for the supply of the Boston market are brought in droves to this place; often from 2 to 3000 a week; every Monday is the fair day, when the dealers resort thither to make their purchases.

WATERTOWN is on Charles river, 7 miles northwest from Boston, and is the seat of several extensive manufacturing establishments. The provincial congress sat here in 1775, and were in session during the battle of Bunker Hill. The United States have an Arsenal established in this town. Fresh Pond, one of the most enchanting retreats in the vicinity of the metropolis, lies partly in this town and partly in Cambridge.

CAMBRIDGE, 2 miles west of Boston. (*See p.* 352.)

CHARLESTOWN, is a place of singular shape, extending in a northwesterly direction from Boston harbor, about 9 miles in length, and not averaging a breadth of one mile, and in some parts it is not a quarter of a mile wide. The compact part of the town is situated on a peninsula next to Boston, and is laid out in regular streets. Charlestown contains a population of near 9000. It has five houses of public worship, three banks, a spacious alms house, and a handsome market house. Besides Charles River and Prison Point bridges, which connect this town with Boston, there is Chelsea bridge on the Salem turnpike, and Malden bridge, both over the Mystic river. Breed's Hill and Bunker's Hill both

lie within this peninsula; the former is 62 feet in height, the latter 110 feet. The U. S. Navy Yard, in this town, consists of about 60 acres of land, on which are built a large brick ware house, several arsenals, magazines for various kinds of stores, and a large brick mansion house for the superintending officer. The Dry Dock in this yard, lately completed, is the finest in the United States. Its cost has been about half a million of dollars. The State Prison is at the west end of the town and is built of granite, 200 feet by 44, of 5 stories. Extensive additions to the buildings were made in 1827, on the Auburn plan, at an expense of $86,000. The Massachusetts Insane Hospital is delightfully situated upon Pleasant Hill, on the west side of the town.

The URSULINE CONVENT, is on Mount Benedict, about 2½ miles from Boston, commanding one of the most rich and variegated prospects in the United States. The plan of education pursued here is very extensive, embracing all those attainments which are considered necessary, useful or ornemental in society. Adjoining the establishment is a garden beautifully laid out, to which the young ladies always have access. Besides this, they are allowed, on days of recreation, to extend their walks over the whole farm, attended however by one or more of their instructors.

BREED'S HILL is situated one fourth of a mile north-east of Charlestown, and affords a pleasant prospect of Boston, (3 miles distant,) the harbor, Cambridge and its colleges, and of an extensive tract of highly cultivated country.

In the month of May, after the battle of Lexington, it was conjectured from the movements of the British

army that Gen. Gage intended to penetrate into the country. It was accordingly decided by the provincial congress to attempt a defence of Dorchester Neck, and to occupy Bunker's Hill, just within the Peninsula on which Charlestown stands. A detachment of 1000 men, under Col. Prescot, proceeded to execute these orders; but by some mistake, Breed's Hill, situated on the farther part of the peninsula, was selected for the proposed entrenchments.

The party under Col. Prescot proceeded in their work with so much diligence and secrecy, that by the dawn of day, they had thrown up a square redoubt of about forty yards on each side. Day-light discovered this new work to the British, and a heavy cannonade was commenced upon it from the shipping in the river. The fire was borne with firmness by the Americans, and did not prevent them from soon constructing a breast work, which extended from the redoubt to the bottom of the hill.

"As this eminence overlooked Boston, Gen. Gage thought it necessary to drive the provincials from it. To effect this object, he detached Major Gen. Howe, and Brigadier Gen. Pigot, at the head of ten companies of grenadiers, and the same number of light infantry, with a proper proportion of field artillery. These troops landed at Moreton's point, where they immediately formed; but perceiving the Americans to wait for them with firmness, they remained on their ground until the success of the enterprize should be rendered secure by the arrival of a reinforcement from Boston, for which Gen. Howe had applied. During this interval the Americans also were reinforced by a

body of their countrymen, led by Generals Warren and Pomeroy; and they availed themselves of this delay, to increase their security by pulling up some adjoining post and rail fences, and arranging them in two parallel lines at a small distance from each other; the space between which they filled up with hay, so as to form a complete cover from the musketry of the enemy.

"On being joined by their second detachment, the British troops, who were formed in two lines, advanced slowly under cover of a very heavy discharge of cannon and howitzers, frequently halting in order to allow their artillery time to demolish the works. While they were advancing, orders were given to set fire to Charlestown, a handsome village containing about 500 houses, which flanked their line of march. The buildings were chiefly of wood, and the flames were quickly communicated so extensively, that almost the whole town was in one great blaze.

"It is not easy to conceive a more grand and a more awful spectacle than was now exhibited; nor a moment of more anxious expectation than that which was now presented. The scene of action was in full view of the heights of Boston and of its neighborhood, which were covered with spectators taking deep and opposite interests in the events passing before them. The soldiers of the two hostile armies not on duty, the citizens of Boston, and the inhabitants of the adjacent country, all feeling emotions which set description at defiance, were witnesses of the majestic and tremendous scene.

"The provincials permitted the enemy to approach unmolested within less than one hundred yards of their

works, when they poured in upon them so deadly a fire of small arms that the British line was totally broken, and fell back with precipitation towards the landing place. By the very great exertions of their officers, they were rallied and brought up to the charge, but were again driven back in confusion by the heavy and incessant fire from the works. General Howe is said to have been left at one time almost alone, and it is certain that very few officers about his person escaped unhurt.

"The impression to be made by victory or defeat, in this early stage of the war, was deemed of the utmost consequence; and therefore very extraordinary exertions were made once more to rally the English. With great difficulty, they were a third time led up to the works. The redoubt was now attacked on three sides at once, while some pieces of artillery, which had been brought to bear on the breast work, raked it from end to end. The cross fire too, from the ships and floating batteries, not only annoyed the works on Breed's Hill, but deterred any considerable reinforcements from passing into the peninsula, and coming to their assistance. The ammunition of the Americans was now so nearly exhausted, that they were no longer able to keep up the same incessant stream of fire, which had twice repulsed the enemy; and on this third attempt, the redoubt, the walls of which the English mounted with ease, was carried at the point of the bayonet. Yet the Americans, many of whom were without bayonets, are said to have maintained the contest with clubbed muskets, until the redoubt was half filled with the king's troops.

"The redoubt being lost, the breast work which had been defended with equal courage and obstinacy, was necessarily abandoned; and the very hazardous operation undertaken, of retreating in the face of a victorious enemy, over Charlestown neck; where they were exposed to the same cross fire from the Glasgow man of war and two floating batteries, which had deterred the reinforcements ordered to their aid from coming to their assistance, and had probably prevented their receiving proper supplies of ammunition."

The number of British troops engaged in this action was about 3000, and their loss in killed and wounded was 1050. The American force has been variously stated from 1500 to 4000; and their loss, in killed, wounded and missing, amounted to 450. General Warren was among the number of the slain, and a handsome monument now marks the spot where he fell. The spot of ground on which this monument stands, was recently purchased by Dr. J. C. Warren, of Boston, a nephew of the lamented General, for the purpose, it is said, of preserving uninjured the few remaining traces of the memorable battle of '75.

The corner stone of the BUNKER HILL MONUMEN now erecting on Breed's Hill, was laid on the 15th of June, 1825: on which occasion the Marquis La Fayette was present. The depth, however, proving insufficient, the foundation was subsequently re-laid; and the work has since progressed slowly. The Quincy granite is used for its structure. Its base is 50 feet in diameter, and its height is to be 220 feet.

FORT INDEPENDENCE, is situated on an island at the outlet of Boston harbor, 3 miles distant; opposite to

which is Governor's Island, containing a fort erected during the late war. These two forts command the entrance into the harbor of Boston. Seven or eight miles below is the light house, at the north-east extremity of the channel, where vessels enter the Atlantic.

NAHANT,

Is a peninsula running three or four miles into the sea, and is situated fifteen miles north-easterly from Boston. It is approached from the town of Lynn over a beautiful beach of a mile and a half in length. At the extremity of this beach commences the peninsula, which is about two miles in length, and in some parts half a mile broad, although its shores are extremely irregular, and indented with small bays worn into the rocks by the unceasing action of the waves.

The surface is uneven, rising in some places to the elevation of sixty or seventy feet above the level of the sea. The shore is very bold, and presents on all sides, a grand embankment of broken massy rocks. At several points these rocks are worn into fantastic shapes, and at the time of high tide, or a swell of the sea, the roar and foam of the waters among them presents a most interesting spectacle, which is contemplated by the quiet observer, seated on the summit above, with awe and admiration. The whole expanse of the ocean spreads out towards the east, and after a storm, the rolling waves come pouring in their immense burden upon these rocks, with such a power, sublimity and uproar of contending elements, as can hardly be conceived by any one who has not witnessed the scene. And again when the sea is tranquil, it may

be seen covered with shipping of all sizes, as far as the eye can extend, moving in different directions up and down the coast and exhibiting an animating picture of the industry and activity of commerce. In short, for picturesque beauty and sublimity of scenery, as well as for the many advantages arising from its peculiar local situation, this place is not surpassed by any on the coast.

Besides a view of the ocean, Nahant presents a great variety of other interesting prospects. On one side is seen the village of Lynn, Swanscut, Phillips' Beach, Marblehead, Egg Rock, Baker's Island, and the north shore as far as the highland of Cape Ann; on the other, Charlestown, Boston, the islands in Boston harbor, part of Dorchester, Braintree, Nantucket and Scituate, with the light houses of Boston, Scituate and Baker's Island, forming together a panorama hardly to be equalled in beauty or variety.

The peninsula extends farther into the sea than any other head land in the bay. It is distant from the nearest island in Boston harbor, to the south, seven miles—from the nearest point of the south shore, about twelve miles—from the north shore between two and three miles. It is on this side connected with the main land by a beach a few rods wide. Thus insulated and surrounded by water, Nahant enjoys a climate and temperature very cool, and, comparatively, very equable—a circumstance of much importance to the invalid, and which will determine the choice of a great portion of those who annually leave the city for the purpose of health or amusement.

Accommodations for visitors have lately been multiplied and greatly improved. A spacious and elegant stone edifice has been erected as a Hotel, near the extremity of the peninsula, in a very commanding and pleasant situation. This building contains 70 chambers, constructed on a plan of peculiar convenience, both for families and single persons. The dining hall is sufficiently spacious to accommodate 150 persons at table, besides which there are drawing rooms and private parlors. Large and commodious stables are appended to the Hotel; and a bathing house for warm and cold baths, and floating baths for those who may prefer the bracing action of sea water, make a part of the establishment. The Hotel is surrounded by piazzas, which afford a most delightful prospect in every direction, and receive the cool and refreshing breezes every part of the day. In a small village, a quarter of a mile from the Hotel, are several private boarding houses, where every accommodation can be had for invalids and for those who seek retirement. Numerous cottages, too, have been erected by several individuals for the purpose of affording more extensive and elegant accommodations to those who may pass the summer in this delightful place of residence.

Nahant has many amusements. Angling with the rod may be enjoyed as a pleasant recreation, standing on the rocks; and those who would try their skill in decoying larger prey, may go out in boats, which are always in readiness, and furnished with suitable apparatus. Game, too, is abundant in the vicinity. But there are few amusements or pleasures superior to that of riding, at suitable hours of the day, on the beach.

A beautiful building, in imitation of a Grecian temple, has been erected on an eminenee, near the Hotel, in which are two elegant billiard rooms. There are also convenient covered bowling alleys, and such other means of amusement as are usually connected with the most extensive and elegant establishments at watering places.

On the whole, the proximity of Nahant to Boston—its facility of access—the beauty and grandeur of its scenery—and above all, the singular local advantages it affords for invigorating the constitution, the salubrity and bracing tone of its atmosphere, and the excellent accommodations it offers to visitors—will undoubtedly make it a place of general resort during the summer months, from all parts of the United States.

FORTS AROUND BOSTON,

Erected during the Revolution.

The fortifications which were thrown up around Boston, which held a British army besieged during eleven months of the revolution, and which finally compelled them to carry their arms and warfare into other lands, will always be regarded as objects of interest by every stranger visiting that section of country. Many of these works are still in fine preservation, while others have become defaced by the hand of time, or have been removed to give place to modern improvements. The following description of those remaining, is extracted from Silliman's Journal, and will prove a guide to strangers in determining their localities.

At Breed's Hill, that blood-stained field, the redoubt thrown up by the Americans is nearly effaced; scarce-

ly the slightest trace of it remains; but the entrenchment, which extended from the redoubt to the marsh, is still marked by a slight elevation of the ground. The redoubt thrown up by the British on the summit of the hill, may be easily distinguished.

Bunker Hill. The remains of the British fort are visible, the works must have been very strong, and occupied a large extent of ground—they are on the summit and slope of the hill looking towards the peninsula.

Ploughed Hill. The works upon this hill were commenced by the Americans on the night of August 26th, 1775, and received more fire from the British than any of the other forts; in a few days more than three hundred shells were fired at these fortifications. A small part of the rampart remains, but the whole hill is surrounded by the mounds and fosse of the ancient fort, which has been nearly obliterated.

Cobble or Barrell's Hill was fortified, and occupied as a strong post, in the war of the revolution, by General Putnam, and, in consequence of its strength was called Putnam's impregnable fortress. It was commenced on the night of November 22d; and the activity of its fire is well known to those who have studied the details of the siege of Boston. This fort has been destroyed; but the position is easily identified.

Leehmere Point Redoubt, one hundred yards from West Boston bridge, displays more science in its construction, and has a wider and deeper fosse than most of the other fortifications. It was commenced on Dec. 11th, 1775, and it was several days before it was completed, during which time it was much exposed to the fire of the English in Boston. Two or three soldiers of

the revolutionary army were killed at this redoubt, and the Prunus virginiana, with its red berries, marks the spot where they were probably interred. Upon one angle of the fort where the cannon were pointed with most destructive effect, a church is now erected.

A causeway made across the marsh, the covered way which crosses the brow of the hill, and the lines which flanked Willis' Creek, are still perfect, and may be traced with great facility.

Winter Hill Fort appears to have been the most extensive, and the entrenchments more numerous, than any of the other positions of the American army. The fort on the hill is almost entirely destroyed; only a small part of the rampart still remains perfect.

A redoubt situated upon Ten Hill Farm, which commanded the navigation of the Mystic river is complete, as are also some slight entrenchments near.

A redoubt, situated between Winter and Prospect Hill, has been completely carried away, and a quarry has been opened on the spot. In the general orders, issued at Cambridge, guards were directed to be stationed at White House Redoubt, and this it is believed was the post intended. General Lee is said to have had his head quarters in a farm house immediately in the rear of this redoubt.

Prospect Hill has two eminences, both of which were strongly fortified, and connected by a rampart and fosse; about two hundred yards are quite entire; they are ornamented with the aster, solidago, rosa, &c.; and those who feel any curiosity about these lines, will be much gratified by the view here afforded. The forts on these hills were destroyed only a few years ago, but

their size can be distinctly seen. On the southern eminence a part of the fort is still entire, and the southwest face of the hill is divided into several platforms. There are also evident marks of the dwellings of the soldiers. The extensive view from this hill, the walk on the ancient ramparts, and the sight of the various stations occupied by the American army, will render this spot, at a future period, a favorite resort.

The Cambridge Lines, situated upon Butler's Hill, appear to have consisted of six regular forts, connected by a strong entrenchment. The most northerly of these forts is perfect. With the exception of one of its angles destroyed by the road, it appears as if just quitted by the army of America; its bastions are entire, the outline is perfect, and it seems a chief d'œuvre of the military art.

A square fort may be seen near the southern extremity of these lines, in fine preservation; it is in a field within two hundred yards of the road to Cambridge. The eastern rampart is lower than the others, and the gateway with its bank of earth still remains.

The second Line of Defence may be traced on the college green at Cambridge, but its proximity to the public halls may have produced some inconvenience, and it has been carefully destroyed.

A semicircular battery, with three embrasures, on the northern shore of Charles river, near its entrance into the bay, is in a perfect state of preservation. It is rather above the level of the marsh, and those who would wish to see it, should pass on the road to Cambridge until they arrive at a cross road which leads to the bank of the river; by following the course of the

stream, they may arrive at this battery without crossing the marsh, which is its northern boundary, and difficult to pass.

Brookline Fort, or, as it is called in the annals of the revolution, the fort on Sewell's Point, was very extensive, and would still be perfect, were it not for the road which divides it into two nearly equal parts. With this exception, the ramparts and an irregulnr bastion, which commanded the entrance of Charles river, are entire. The fort was nearly quadrangular, and the fortifications stronger than many of the other positions of the American army.

A battery, on the southern shore of Muddy river, with three embrasures, is only slightly injured.

Forts at Roxbury. The lower fort at Roxbury appears to have been the earliest erected, and by its elevation commanded the avenue to Boston over the peninsula, and prevented the advance of the English troops in that direction. It is of the most irregular form, the interior occupies about two acres of ground, and as the hill is bare of soil, the places may still be seen whence the earth was taken to form the ramparts. This fortification has not been at all injured, and the embrasures may still be noticed where the cannon were placed which fired upon the advanced lines of the enemy.

On a higher eminence of the same hill is situated a quadrangular fort, built on the summit of the rock, and being perhaps their first attempt at regular fortification, it was considered by the militia of unparalleled strength, and excited great confidence in that wing of the army stationed at Roxbury.

The Roxbury Lines, about three quarters of a mile in advance of the forts, and two hundred yards north of the town, are still to be seen on the eastern side of the peninsula, and may be distinguished by any person going by the nearest road to Dorchester, over Lamb's dam.

At this period it may be proper to mention the British fortifications. The lines situated upon the Neck may be seen to great advantage on the western side of the isthmus, about a quarter of a mile south of the green stores. There appear to have been two lines of entrenchments carried quite across the peninsula, and the fosse, which was filled at high water, converted Boston into an island. The mounds, ramparts and wide ditches which remain, attest the strength of the original works. The small battery on the common, erected by the British, may perhaps remain for a long period of years, as a memoriable of ancient times.

The Dorchester Lines. Of these, some very slight traces may be distinguished.

Forts on Dorchester Heights. We now hasten to the last forts, the erection of which terminated the contest in this portion of the eastern states of America. It is to be regretted that the entrenchments thrown up by the army of the revolution, on the heights of Dorchester, are almost entirely obliterated by the erection of two new forts in the late war. But some traces of the ancient works may be seen on both hills; the old forts were constructed with more skill, and display more science than the recent works, the ramparts of which are even now falling down; and we would gladly see them destroyed if from their ruins the ancient works could re-appear.

A noble octagonal fort and two batteries, which may be seen in perfect preservation upon the promontory, were erected after the departure of the English from Boston. The fort is situated at the point; one battery is in the rear of the House of Industry, whose inmates will probably soon destroy it, and the other upon a rising ground immediately below the heights of Dorchester.

At *Nook Hill*, near South Boston bridge, may be seen the last breast-work which was thrown up by the forces of America during this arduous contest. Its appearance on the morning of March 17, 1776, induced the departure of the British troops from Boston in a few hours, and thus placed the seal to the independence of the New-England states. But those who would wish to see this entrenchment must visit it soon. The enemy have attacked it on three sides, and are proceeding by sap and by mine; part of the fosse is already destroyed, and the rampart nods to its fall.

FROM BOSTON TO PORTLAND, (Maine.)

A stage leaves Boston daily at 8 A. M. (Sundays excepted,) reaching Newburyport at 1 P. M. and Portsmouth, N. H. at 5. Leaves Portsmouth the next morning at 8, and reaches Portland at 5 P. M. Distance, 120 miles—fare $6. The intervening distances are as follows:

	Miles.		Miles.
Lynn,*	9	York,	9
Salem,*	5	Kennebunk,	24
Newburyport,	24	Saco,	10
Portsmouth,	24	Portland,	15

LYNN is a large township, with a population of between 4 and 5000. It contains 6 churches, and many large manufacturing establishments for ladies' shoes, which are sent to the southern states and the West Indies. The Lynn beach connects the peninsula of Nahant with the main land, and is a favorite resort in summer.

This is one of the oldest towns in New-England, and several records of its early history have been recently collected and published in Boston. The author has given a mass of interesting facts and occurrences of "olden time," furnishing altogether a curious compendium, not only to antiquarians and the immediate descendants of the first settlers of that place, but to readers of every class and section of the country. All the quaintness and original simplicity of the original language has been preserved, and such remarks of the compiler introduced as are necessary to explain the meaning or increase the interest.

SALEM is considered the second town in New-England in commerce, wealth and population. It is located on a peninsula formed by two inlets of the sea, called North and South rivers. On the opposite side of North

* These places are not on the direct route from Boston to Newburyport; but it is, nevertheless, recommended to travellers to pass through them.

river is the town of Beverly, to which a bridge leads, 1500 feet in length. Marblehead is on the opposite side of South river, which forms the harbor, defended by two forts. Salem contains a court house, 3 banks, an atheneum, a museum, an orphan asylum and 13 churches. The *Square*, near the centre of the town, is a beautiful tract of ground; and is surrounded by numerous elegant private dwellings.

Salem was settled as early as 1626. Its Indian name was Naumkeag. In 1692, and for some time afterwards, several of its inhabitants became a prey to the greatest credulity and bigotry. Its prison was crowded with persons accused of witchcraft, many of whom paid their life as a forfeit for their supposed crimes. The present population of the town is from 12 to 15,000.

NEWBURYPORT is handsomely situated on the south bank of the Merrimack river, three miles from its mouth, rising on a gradual acclivity from the water. The streets are wide, and intersect each other at right angles; and many of the houses are elegant. The court house, standing at the head of one of the principal streets leading from the river, adds much to the beauty of the place. The village contains 2 banks, 7 churches and 7000 inhabitants, and is a place of considerable trade; though it suffered much during the restrictive system, previous to the last war.

PORTSMOUTH is the largest town and only seaport in New-Hampshire. It is located on the south side of the Piscataqua river, 2 miles from its mouth. The town contains 5 banks, an atheneum, an asylum for females, an alms-house, custom-house and 7 churches. A

bridge, 2371 feet long, crosses the river at this place to Kittery, Me. on the opposite side. On an island between the two places is a navy yard. The town is handsome in its appearance, is a place of considerable trade, and contains a population of about 8000.

In 1695, this place was assaulted by a party of Indians, and 14 of its inhabitants killed, one scalped, who recovered, and four taken prisoners. After burning several houses, the Indians retreated through what is called the *great swamp*. They were, however, overtaken the next morning by a company of militia, dispersed, and the prisoners re-taken.

After leaving Portsmouth, the villages of York, Welles, Kennebunk and Saco, are successively passed, before reaching Portland; affording very little to interest, if we except an old fort about three miles and a half northeast of Welles, and the falls at Saco, on the river of that name, which rises in the White Mountains of New-Hampshire. These falls are about 30 feet, and afford facilities for extensive manufacturing operations.

PORTLAND, the capital of Maine, and a port of entry, is a beautiful town, located on a peninsula projecting into Casco bay. This peninsula has two prominences; on one of which stands several elegant dwelling houses, and on the other an observatory. The harbor is safe, well defended, and has a light-house at its entrance. Among the public buildings in the town are an elegant court-house, a jail, custom-house, 2 banks, an academy, atheneum and 10 churches. Population, upwards of 12,000. From the observatory, an extensive prospect

is had of the ocean and of the country at the northwest, terminated by the White Mountains. On Bang's and House Islands, at the entrance of the harbor, are Forts Preble and Scammel. At the east, 32 miles distant, is seen the light-house at the mouth of the Kennebec river, with a great variety of islands intervening. West of the observatory is Fort Sumner, on a hill, with several intrenchments made during the revolutionary war.

Portland (then called Falmouth) was nearly laid in ruins in Oct. 1775. The inhabitants were required by Capt. Mowatt, of the British sloop of war Canceau, to surrender their arms; and on a refusal, he commenced a bombardment of the town, which lasted 9 hours, resulting in a destruction of 130 houses, three fourths of the whole number.

Stages leave Portland three times a week for the White Mountains in New-Hampshire, (*see p.* 365,) passing through Westbrook, Gorham, Standish, Baldwin, Hiram, Brownsfield and Fryeburgh to Conway, which they reach at evening. Distance 62 miles—fare $3. From Conway, a stage leaves on Monday and Thursday mornings, passing through Bartlett, Hart's Location, over the Avalanches at the Notch of the White Mountains, through Nash and Swain's Location, Britton woods and Bethlehem to Littleton on the Connecticut river. Distance 48 miles—fare $3. [Littleton is 17 miles below Lancaster, 100 miles north of Concord, N. H., and is located at the mouth and falls of the Amanoosuc river. *See p.* 358.]

FROM PORTLAND TO QUEBEC—258 miles.

A new road is now finished from Portland to Quebec, principally over the route pursued by Gen. Arnold and his troops in 1775, previous to the assault of that place by Gen. Montgomery. The completion of this road will frequently induce strangers to take the state of Maine, as well as Montreal, in their route to or from Quebec.

The intermediate distances on this route are as follows:

	Miles.		*Miles.*
From Portland to North Yarmouth,	12	Bloomfield,	7
Freeport,	6	Norridgework	5
Brunswick,	9	Anson,	11
Bordointown,	13	Dead River,	20
Hallowell,	15	Forks of Kennebeck River,	15
Augusta,	3	Moose River,	24
Sidney,	12	Chaudiere River,	37
Waterville,	5	Quebec,	60
Fairfield,	4		

NORTH YARMOUTH, 12 miles north of Portland, is located on Casco bay, about 35 miles from the ocean, and is a village of some magnitude, containing 4 churches, an academy and about 4000 inhabitants. The bay affords fine anchorage for vessels, and the surrounding country is picturesque and interesting.

FREEPORT, 6 miles farther, is at the head of Casco bay, and contains a population of about 2500 inhabitants.

BRUNSWICK, 9 miles. The village, which is peculiarly pleasant, is situated on the southwest bank of the

Androscoggin river, at the falls, which furnish valuable seats for mills and manufactories. *Bowdoin college*, at this place, is located on an elevated and beautiful plain, enjoying a rich and diversified view of the river and surrounding country. The college originally received a donation of $10,000 from the late James D. Bowdoin, Esq. and five townships of land from the state. It also receives $3000 annually from the latter. From 130 to 150 students are yearly educated at this institution.

BOWDOINTOWN, 13 miles.

HALLOWELL, 15 miles, is a very flourishing village, on the Kennebeck river, at the head of tide water. It contains an academy, a bank, three churches, between 2 and 300 dwelling houses, some of which are very elegant, and about 3000 inhabitants. Granite is here obtained, which is considered equal to any ever discovered in the Union. Vessels of 150 tons burthen ascend the river as far as this place.

AUGUSTA, 3 miles, is the seat of government of the state, and is located on both sides of the Kennebeck river, over which is a substantial bridge. A part of the village is on a very elevated plain above the river, and a part of it on its banks. Many of the dwellings exhibit much taste and elegance in their structure, and the whole appearance of the place is peculiarly inviting and pleasant.

The new *State House*, lately erected here, is an ornament to the town and highly creditable to the munificence of the state.

SIDNEY, 12 miles farther, is a pleasant village on the Kennebeck river.

WATERVILLE, 5 miles, on the same river, is a place of considerable magnitude, containing a bank. At Teconick Ealls in this town, at the head of boat navigation, there are several manufactories, and a flourishing village is springing up. *Waterville college*, under the direction of the Baptist denomination, is located in this town. It was commenced in 1818, and educates between 50 and 60 students annually for the ministry.

BLOOMFIELD, 11 miles. A pleasant village, containing a respectable academy.

NORRIDGEWORK, 5 miles, is situated on both banks of the Kennebeck river. It is the capital of Somerset county, and contains a court house and jail. The village is centrally located for the trade of a fertile back country, and is a flourishing place, containing a population of about 2000 inhabitants.

The route to Quebec continues through a less populous country for about 50 miles; when, for the remaining distance, it passes through extensive forests, with an occasional settlement only. These forests, however, are giving way to the arts of husbandry, and in a few years will doubtless be succeeded by a succession of settlements and cultivated farms.

FROM PORTLAND TO EASTPORT—287 miles.

The following are the intermediate distances:

	Miles.		*Miles.*
North Yarmouth, ...	12	Waldoboro', ...	12
Freeport, ...	6	Warren, ...	8
Brunswick, ...	9	Thomastown, ...	5
Bath, ...	7	Camden, ...	11
Wiscasset, ...	15	Lincolnville, ...	7
Newcastle, ...	11	Belfast, ...	11

	Miles.		Miles.
Buckstown,	18	Harrison,	8
Penobscot,	13	Columbia,	12
Castine,	4	Jonesboro',	9
Blue Hill,	10	Machias,	9
Surry,	8	E. Falls of Machias,	6
Trenton,	12	Dennysville,	23
Sullivan,	9	Eastport Ferry,	14
Steuben,	14	Eastport,	4

The route is near the coast, and embraces an extent of highly interesting and romantic country. North-Yarmouth, Freeport and Brunswick have already been noticed.

BATH, 34 miles northeast of Portland, is a port of entry, on the west side of the Kennebeck river, 15 miles from its mouth. The river is here a mile wide, and the town is built on an acclivity for a mile and a half in extent, and assumes a very handsome appearance from the water. It is a place of extensive business, and contains two banks, an academy, three churches, and a population of nearly 4000 inhabitants.

WISCASSET, 15 miles, is a port of entry, located on the west side of Sheepscot river, with an excellent harbor. The place contains a court house, jail, bank, insurance office, and some other public buildings, and a population of about 2500.

NEWCASTLE, 11 miles, is located on the west side of Sheepscot river.

WALDOBORO', 12 miles, is a port of entry and a place of considerable trade, containing a population of about 3000 inhabitants.

WARREN, 8 miles, is located on St. George's river, which is navigable to this place for sloops.

THOMASTOWN, 5 miles, is a place of extensive business, situated on the west side of Penobscot bay and on St. George's river, 12 miles from its mouth. The state prison of Maine is at this place, and is in a lot of 10 acres, enclosed by a sold wall, within which is an extensive quarry of limestone. There are also in the vicinity of the town inexhaustible quarries of lime and marble, of which large quantities are annually exported. The village contains a bank and a population of about 3000 inhabitants. About a mile from the village is the ancient residence of the late Gen. KNOX, now in a state of decay.

CAMDEN, 11 miles, and LINCOLNVILLE, 7 miles farther, are both situated on the west side of the Penobscot bay.

BELFAST, 11 miles from Lincolnville, is on the same side of the bay, and is a flourishing village.

BUCKSTOWN, 18 miles, is on the east side of the Penobscot, the largest river in the state. It is navigable for large vessels to Bangor, 50 miles from its entrance into the bay.

PENOBSCOT, 13 miles, on the east side of a bay of that name.

CASTINE, 4 miles, is situated on a promontory, near the head of the east side of Penobscot bay, with a beautiful harbor stretching out before the town. Castine can be easily defended from assault; as the narrowness of the isthmus which connects it with the main

land could be insulated with comparatively a small expense; added to which, strong batteries would enable it to resist any force which would probably be brought against it. This would be the more important in time of war, as an enemy in possession of the place, would have command of the intermediate country from Penobscot to St. Croix. The place was taken during the last war, and the British entrenchments on a hill above the town are still visible.

Blue Hill, Surry, Trenton, Sullivan, (in which there is a bridge across Hog bay 1400 feet long) Steuben, Harrison, Columbia and Jonesborough are successively passed in travelling from Castine to

MACHIAS, a port of entry and capital of Washington county, Me. The town contains two villages; one situated at the falls of the east branch of the Machias river, and the other at the falls of the west branch of the same stream. Between the two villages a bridge is erected across Middle river, which, with the causeway, is 1900 feet long. Machias contains a court house, jail, 2 churches, a very flourishing academy, and is a thriving place.

EASTPORT, is a port of entry on Moose island in Passamaquoddy bay. The island is 4 miles long, with a bold shore, the tide ordinarily rising here 25 feet. The town is principally built on the southern part of the island, and contains a bank, 3 churches and about 2000 inhabitants. There are also fortifications in the vicinity, which were constructed during the last war. The view from the heights on the island is very extensive and romantic, taking in the bay with its numerous islands and the adjacent coast. Between Eastport and

the town of Perry on the main land, a bridge has been constructed, rising of 1200 feet long. A line of steam boats is established between this place and Boston, touching at Portland, so that travellers can take either a water or land route to that city.

ROBINSTOWN, 13 miles northwest of Eastport, located at the mouth of the St. Croix river at its entrance into the Passamaquoddy bay, is on the boundary line between the United States and the British Province of New-Brunswick, and is opposite St. Andrews.

STAGES FROM BOSTON TO NEW-YORK,
via Hartford and New-Haven, Conn.

A stage leaves Boston, daily at 1 P. M. arrives in Hartford next morning at 6, in New-Haven at 2 P. M., and in New-York at 6, second morning—distance 210 miles, fare $11. This line meets a steam boat every day at New-Haven, except Sunday—fare through by stage and steam boat, $10,50. A stage also leaves Boston on Sunday and Wednesday, at 3 A. M. reaches New-London, Conn. at evening, where a steam boat is taken which reaches New-York the next morning. Another Stage leaves Boston and New-Haven daily, passing through Hartford and reaching the two first mentioned places at evening of the second day—distance 136 miles, fare $7,50.

Either of the foregoing routes can be taken by travellers wishing to proceed *directly* to New-York; but an excursion by the way of Providence is recommended as preferable, on the route hereafter designated. It is more circuitous, but much more inter-

esting; and occupies less time, for there is but 40 miles land travel.

FROM BOSTON TO PROVIDENCE, R. I.

40 *miles.**

A stage leaves Boston every morning at 5 o'clock, and connects with the steam boat line at Providence daily, except Sundays; and with the steam boat line at New-London, Conn. on Wednesday and Sunday. Stages also leave Boston daily at 7 and 11 A. M., for Providence. Fare $2,50. The intermediate distances follow:

	Miles.		*Miles.*
Roxbury,.....	2	Wrentham,.....	7
Dedham,.....	8	Pawtucket,.....	9
Walpole,.....	10	Providence,.....	4

In proceeding to Roxbury, the stage passes over what is called the Neck, a narrow strip of land, containing intrenchments, noticed at p. 395. On Dorchester Heights, (*see p.* 380 and *p.* 395,) which are seen at the east, many of the works erected for commanding Boston and its harbor, are in tolerable preservation.

Passing the Blue Hills, 7 miles from Boston, which afford a pleasant retreat in the summer months, and a charming prospect of the surrounding country, the village of

DEDHAM is reached in going three miles farther. It is a large and beautiful town, containing a court house,

---

* A rail road is now constructing from Boston to Providence, which will probably be completed the present year, (1834.)

jail, bank, 6 churches, and between 2 and 3000 inhabitants. Charles and Neponset rivers run through the place, and afford numerous seats for mills and manufacturing establishments. Silk is reeled and throwsted here on a small scale—first experiment of throwsting in the U. S.

WALPOLE 10, and WRENTHAM 17 miles from Dedham, are small villages.

PAWTUCKET, 9 miles from Wrentham, is located at the falls of the Pawtucket river; and is one of the most extensive manufacturing places in the union. It contains 10 or 12 cotton factories, several shops for making machinery, a number of factories for other purposes, and a population of about 4000. Four miles farther, over a most delightful road, is the handsome and flourishing town of

PROVIDENCE.

The settlement of this place was commenced as early as 1636, by Roger Williams. He was a puritan minister, and had been settled at Salem; but holding tenets contrary to the faith of many of his people, he was banished the jurisdiction of Massachusetts. He came to what was called by the Indians *Mooshausick*; but which in gratitude for the providential safety he had experienced, he called PROVIDENCE. It is located on the river of the same name, just above the mouth of the Seekhonk or Pawtucket, 35 miles from the ocean, and is a port of entry. The town is built on both sides of the river, across which is an elegant bridge; and is one of the most wealthy and enterprising places in the union. Besides a great variety of extensive

manufacturing establishments, it contains a court house, town house, market, hospital, 7 banks, a college, 3 academies, and several churches; and its population is not far from 20,000.

BROWN UNIVERSITY, at this place, over which the Rev. FRANCIS WAYLAND, jun. presides, was incorporated in 1769. It soon rose to a respectable rank among the literary institutions of the country; but afterwards declined. Under its present able and judicious President, however, it has attained a handsome elevation, and promises to become one of the best seats of learning in the union. The library has lately been much increased by donations from England; and the philosophical apparatus, which is extensive, is constantly improving. The college edifices, of which there are two, are located on a lofty eminence, with streets leading thereto, richly decorated with fine mansions and elegant gardens. About a mile still farther east or north-east, stands a large building, called the Quaker College. It was built by the Friends, and is occupied as a boarding school of that persuasion, and is in excellent order. Near this, of corresponding dimensions and appearance, stands the new Alms House. A legacy of $60,000, has enabled the town to erect this noble structure.

The town abounds with the most delightful private residences. The new town on the west side of the river, has more the appearance of a flourishing commercial city than the old. It also contains many spacious dwellings which impart to it an air of prosperity. The Hill, or East Providence, as it is called, is occupied by gentlemen's private mansions, or country seats,

all advantageously located, with fine court yards in front, thickly planted with shrubbery, while highly cultivated and beautiful gardens adorn the rear, and add immeasurably to their comfort. The charming residence of Messrs. Brown, Ives, and Governor Fenner are entitled to particular notice. It was on the present domains of Governor Fenner, that Roger Williams first planted himself, and it has so happened that from that day to this, that situation has belonged to a governor of Rhode Island.

The BLACKSTONE CANAL terminates at this place. It commences in the Blackstone river at Worcester, 45 miles distant, and pursues the valley of the river to Woonsokett falls near the Massachusetts line; from whence there is an excavation to Providence.

STEAM BOATS leave Providence six times a week for New-York—fare $6.

STAGES, also, leave Providence three times a week for Norwich and Middletown, and daily (except Sundays) for Hartford, Conn. arriving at those places at evening. Fare to Norwich, 45 miles, $3—to Middletown $4—to Hartford, 74 miles, $4. A stage also leaves Providence twice a week for New-London, Conn. distant 59 miles, connected with a steam boat line for New-York.*

---

* A rail road is in progress from Providence to Stonnington, Conn., which, when completed, will give an uninterrupted steam boat and rail road communication between Boston and New-York.

FROM PROVIDENCE TO NEWPORT.

Stages leave Providence daily, except Sundays, at 9 A. M. reaching Bristol at 11, and Newport at 4 P. M. Fare from Providence to Bristol, 15 miles, $1—from Providence to Newport, 30 miles, $2,33.

Bristol is a pleasant town, with a population of about 1500 inhabitants. The village is located on the east shore of the Narraganset bay, affording an excellent harbor for vessels of the largest dimensions. About two miles from the ferry in this town an extensive mine of anthracite coal was opened a few years since, from which very considerable quantities are annually taken.

Newport is a large town, with an extensive harbor, which is defended by Forts Adams and Dumplings at its entrance, and by Fort Woolcott on Goat Island, opposite the town. There is also a small battery about a mile above the town, called Fort Green. The village is about a mile in length, and rises in a gentle acclivity from the harbor, giving it a fine appearance, when approached from the water. It contains a state house, theatre, five banks, 11 churches, several manufactories, and a population of about 8,000.

Newport was possessed by the British for a considerable time during the revolutionary war. In 1778, under an expectation of aid from the French fleet, which had sailed into the harbor, an American force, of about 10,000 strong, commanded by Gen. Sullivan, and aided by Gen. Lafayette, made preparations for attacking the place. On the approach of the Americans, the

British abandoned their outposts and retreated to their works within the town. These posts were immediately possessed by the Americans; and the most flattering prospects existed, that the allied forces would be enabled to capture the entire British army. But the French admiral, who had been a military officer, and who, by a previous arrangement, was to superintend a part of the land as well as naval operations, took offence at some of the movements of Gen. Sullivan, and refused a co-operation. While an attempt at reconciliation was going forward, a British fleet suddenly appeared off Newport, which induced the French admiral, as a precautionary measure, to sail out of the harbor. A severe storm coming on, prevented a naval engagement; and both fleets, being left in a shattered condition, at the close of the tempest, retired—the British to New-York, and the French to Newport. During this time, Gen. Sullivan had laid siege to the town; and though interrupted by the storm, in which his army suffered considerably, he had succeeded in annoying the enemy, and keeping him within the lines of the village. On the return of the French fleet, another effort was made to induce the admiral to co-operate with the Americans. But his ships had received so much injury in the gale, that he considered it necessary to repair to Boston, pursuant to previous instructions from his government. Under these circumstances, Sullivan determined on raising the siege. A retreat was effected in the night. But on its being discovered the next morning, the Americans were pursued by the British to Quaker Hill, where a sharp contest ensued, which

resulted in the loss of between 2 and 300 of each army. Sullivan afterwards retreated to Massachusetts, with little or no interruption ; and his retreat was considered fortunate, as a British re-inforcement, which arrived at Newport the day after, would have been enabled effectually to cut him off from the main land.

During the possession of Newport by the British, a bold party of men under Col. Barton, landed from a boat in the night, proceeded to the enemy's head quarters, captured Gen. Prescott, and conveyed him away before they could be prevented by the land or naval forces then in the harbor.

From its elegant and healthy situation, its proximity to the ocean, and the salubrity of its climate, Newport for several years, has been a place of considerable resort in the summer months. Were there a direct communication from this place, by stage, or steam-boat, to New-London, Hartford or New-Haven, Conn. it would add much to the convenience of tourists. But, unfortunately, for this purpose, the steam-boats which leave Providence and Newport five or six times a week for New-York, do not touch at any of the Connecticut ports ; and, in order to reach New-London by stage, it is necessary to return to Providence. Those who have travelled down by land, generally return by water.

Passing Fort Green, a prospect is soon obtained of *Mount Hope*, a few miles to the northeast. It was the former residence of

King Philip, of the Narraganset tribe of Indians, and was also the place of his death. The well known energy and enterprise of his character made him an object of great jealousy and apprehension, and he was

accused of always cherishing a secret and implacable hostility towards the English. A renegado Indian subject had heightened this jealousy, by revealing to the whites the pretended hostile projects of Philip. This informer was shortly afterwards found murdered in a pond, having fallen a victim to the vengeance of his tribe. Three Indians, one of whom was a friend and counsellor of Philip, were seized by the whites, tried, and on rather slight testimony executed. This outraged the pride and exasperated the passions of Philip, and a long and bloody war was the consequence. The whites possessing more military skill, were generally victorious, and Philip was driven from his paternal domains and compelled to take refuge in the depths of forests or the glooms and thickets of swamps. At one time he was driven, with a band of followers, into the great swamp of Pocasset Neck, where the English forces did not dare to pursue him, fearing to venture into these dark and frightful recesses. They therefore invested the entrance into the neck, and began to build a fort, with the intention of starving out the foe; but Philip and his companions, leaving their women and children behind, wafted themselves on a raft over an arm of the sea, in the dead of night, and escaped away to the westward, kindling the flames of war among the tribes of Massachusetts and the Nipmuck country, and threatening the colony of Connecticut.

One of the most faithful friends that Philip had in the time of his adversity, was Canonchet, chief sachem of all the Narragansets. Though he had forborne to take an active part in this hopeless war, yet he received Philip and his shattered forces with open arms, and

gave him the most generous countenance and support. This at once drew on Canonchet the hostility of the English; and it was determined to strike a single blow that should involve both the sachems in a common ruin. A great force was therefore gathered together from Massachusetts, Plymouth and Connecticut, and sent into the Narraganset country, in the depth of winter, when the swamps being frozen and leafless, no longer afforded impenetrable fortresses to the Indians. Apprehensive of attack, Canonchet had sheltered the greater part of his stores, together with the old, the infirm, the women and children of his tribe, in a strong fortress where he and Philip had likewise drawn up the flower of their forces. This fortress, deemed by the Indians impregnable, was situated upon a rising mound, or kind of Island, of five or six acres, in the middle of a swamp, constructed with a judgment and skill vastly superior to the usual fortifications of the Indians; and indicative of the martial genius of these two chieftains.

Guided by a renegado Indian, the English penetrated, through December snows, to this strong hold, and came upon the garrison by surprise. The fight was fierce and tumultuous. The assailants were repulsed in their first attack; and several of their bravest officers were shot down in the act of storming the fortress, sword in hand. The assault was renewed with greater success; a lodgment was effected; the Indians were driven from one hold to another; they disputed their ground inch by inch, fighting with the fury of despair; most their veterans were cut to pieces, and after a long and bloody battle, Philip and Canonchet, with a handful of surviving warriors, retreated from the fort

and plunged into the depths of the surrounding forest. The victors set fire to the wigwams and the fort; the whole was soon in a blaze; and many of the old men, the women and the children perished in the flames. This last inhuman outrage overcame the stoicism of the savage. The neighboring woods resounded with the yells of rage and despair, uttered by the fugitive warriors, as they beheld with anguish of heart, the desolation of their dwellings, and heard the agonizing cries of their wives and offspring. "The burning of the wigwams," says a contemporary writer, "the shrieks and cries of the women and children, and the yelling of the warriors, exhibited a most horrible and affecting scene, so that it greatly moved some of the soldiers."

The defeat of the Narraganset fortress, and the death of Canonchet, were fatal blows to the fortunes of King Philip. He made an ineffectual attempt to raise a head of war, by stirring up the Mohawks to take up arms; but though possessed of the native talents of a statesman, his arts were counteracted by the superior arts of his enlightened enemies, and the terror of their warlike skill began to subdue the resolution of the neighboring tribes.

With a scanty band of followers, who still remained true to his desperate fortunes, the unhappy Philip wandered back to the vicinity of Mount Hope, the ancient dwelling of his fathers. Here he lurked about like a spectre, among the desolated scenes of former power and prosperity, now bereft of home and friends. Even in this last refuge of desperation and despair, a sullen grandeur seems to gather round his memory. Defeated, but not dismayed—crushed to the earth, but not hu-

miliated, he seemed to grow more haughty beneath disaster, and to receive a fierce satisfaction in draining the last dregs of bitterness. The very idea of submission awakened the fury of Philip, and he even smote to death one of his followers who proposed an expedient of peace. The brother of the victim made his escape, and, in revenge, betrayed the retreat of his chieftain. A body of white men and Indians were immediately despatched to the swamp where Philip lay crouched, glaring with fury and despair. Before he was aware of their approach, they had begun to surround him. In a little while he saw five of his trustiest followers laid dead at his feet; a resistance was vain; he rushed forth from his covert, and made a headlong attempt at escape, but was shot through the heart by a renegado Indian of his own nation.

After leaving Fort Green, the steam-boat successively passes Prudence, Patience, Hope and Despair islands, and Providence is reached in going 20 miles from the northern extremity of the latter.

FROM PROVIDENCE TO NEW-LONDON, 56 miles.

A stage leaves Providence twice or three times a week in the morning, passing through Centreville, West Greenwich, Hopkinton, Stonington and Mystic, and reaches New-London at evening.

CENTREVILLE, 11 miles from Providence, is a manufacturing village, containing two cotton factories, several weaving shops, and a number of small houses.

WEST GREENWICH, 2 miles.

HOPKINTON, 15 miles.

STONINGTON, 11 miles. The village is incorporated; contains a U. S. arsenal, several factories, a bank, an academy, two churches and a population of more than 3000. It has a good harbor, and is a place of considerable trade.

The settlement of the place commenced as early as 1649. It had previously been a part of the territory of the Pequots, a powerful and warlike tribe of Indians. The early English settlers, in different parts of Connecticut, had been frequently annoyed by this tribe; and, in 1637, it became necessary to take efficient steps for their expulsion. An expedition was entrusted to Capt. Mason; who, with about 300 colonists raised in Connecticut and Massachusetts, and 200 Mohegan and Narraganset Indians, encamped on the night of the 26th of May at a place called Porter's rocks, a short distance from the present village of Stonington, and about three miles from one of the principal forts of the Pequots, which was situated on the summit of a hill. Two hours before day the little army was in motion; and on approaching the fort, it was found that the enemy, about 700 strong, were in a profound sleep, without their usual watch, having spent the previous night in revelry and drunkenness. On a close approximation of Mason's men, a dog within the fort commenced barking, which awakened one of the Pequots; who, perceiving the approach of the assailants, aroused his comrades from their slumbers. Mason immediately advanced, and through the apertures of the palisades poured in a fire, and then rushed in through a part of the fort slightly barricaded. Notwithstanding their con-

fusion, the Pequots defended themselves with bravery; but having but few other weapons than bows and arrows, they were unable to withstand the assailants, who cut them down without mercy with their swords and bayonets. To render the victory complete, Mason ordered their wigwams to be fired. The blaze soon spread in all directions, compelling the besieged to ascend the palisades; from whence more than one hundred were shot down by the assailants who had then surrounded the fort. Others, attempting to break through the lines of the troops, were either shot or cut down, and several perished in the flames. The scene continued about an hour, when it was found that seventy wigwams had been destroyed, and that the ground was strewed with the bodies of between five and six hundred of the slain. Mason's loss was only two men killed and sixteen wounded.

In August, 1814, a bombardment of Stonington took place from a British 74, a frigate, a sloop of war and an armed brig; but with the aid of two 18 pounders and a 4 pounder, the inhabitants defended the place, prevented the landing of troops from barges, and finally compelled the enemy to haul off, with his brig considerably shattered.

NEW-LONDON

Is 17 miles from Stonington, and is a city and port of entry. It has the best harbor in Connecticut, and is defended by Forts Trumbull and Griswold. The city is on the west bank of the Thames, within 3 miles of its mouth, and contains a court house, two banks, five churches, and a population of between 3 and 4000.

Many of the houses on the heights, back of the town, and a few in the city, are handsome; but the general appearance of the place is uninteresting.

New-London, like Stonington, was once within the territory of the Pequot Indians, and was settled at the same time. About 4 miles east of the city, on what is called Fort Hill, this nation had their strongest fortress. But slight remains of it, however, are now to be seen.

In September, 1781, after the treason of Arnold, an expedition was entrusted to his care against New-London. A strong detachment landed on both sides of the harbor at the mouth of the river. Arnold, who commanded in person the troops which landed on the west side, immediately advanced against Fort Trumbull, an adjoining redoubt, and New-London. These posts being untenable, were abandoned on his approach. Col. Eyere, who commanded the detachment which landed on the eastern side, proceeded to storm Fort Griswold, situate on Groton Hill. It was occupied by a garrison of 160 men, commanded by Col. Ledyard, a part of whom had just evacuated the works on the opposite side of the river. Ledyard defended the fort until the British succeeded in entering the embrasures with charged bayonets. Further resistance being useless, Ledyard surrendered his sword to the British colonel; who, in defiance of every rule of civilized warfare, plunged it into the bosom of the conquered officer, and continued the carnage until the greater part of the garrison was destroyed. Eyere, however, lost his own life in the affair, and 200 of his men were either killed or wounded. New-London was, at the same time, set on fire by the direction of Arnold, and most of its build-

ings and all the public stores deposited in the place consumed in the conflagration.

Forts Griswold and Trumbull are still in tolerable preservation; and were garrisoned by the government during the late war with Great Britain.

A steam-boat leaves New-London on the arrival of the Boston stage, which is generally at 7 P. M. and reaches New-York early the next morning. Leaves New-York for New-London three times a week, and continues on her trip from New-London, up the Thames river to Norwich, 14 miles distant.

Stages also leave New-London on Tuesday, Thursday and Saturday at 8 A. M. and arrive at Hartford at 5 P. M. passing through Waterford, Montville, Salem, Colchester, Hebron, Marlborough, Glastenbury and East Hartford. Distance 47 miles—fare $2. This is the most direct route; but the traveller will find it interesting to take a trip up the Thames to Norwich; from whence a conveyance may be had to Hartford, as noticed hereafter.

FROM NEW-LONDON TO NORWICH, by steam-boat.

Previous to the settlement of New-London, in 1648, the Thames was called the Pequot river; but at that period it received its present name. It rises in the Mashapaug pond in Union, 3 miles N. E. of Hartford, passes into Massachusetts, re-enters Connecticut, and pursues a southerly course till it falls into Long Island Sound. It is navigable for large vessels no farther than Norwich. During the late war, while New-London was blockaded, the U. S. ships Macedonian, United

States and Hornet, were moored in a cove above Massapeaug Point, and a small battery erected for their protection.

MOHEGAN is on the west bank of the Thames, four miles south of Norwich, and is the residence of about 300 Mohegan Indians, the only remnant of that once powerful tribe, who formerly owned this section of country. On *Horton's Hill*, not far from this place, the lines of an old Indian Fort can still be traced.

TRADING COVE, about 1 mile farther, is a bay extending a short distance into what was once the Indian country, and derived its name from the traffic which was here carried on between the colonists and the Mohegans. The residence of Uncas, their sachem, and early friend of the whites, was near this cove, now the centre of the Indian reservation.

NORWICH

Is an incorporated city. It contains three compact settlements; of which Chelsea Landing, situate at the point of land between the Shetucket and Yantic rivers, is the principal. Its location is peculiarly romantic; and it is a place of much enterprise and business. What is called the TOWN is 2 miles northwest of Chelsea, containing the court house and some other public buildings; and a third settlement is Bean Hill, in the western part of Norwich. The city contains a bank, 4 or 5 churches, and several manufacturing establishments. The Yantic Falls, 1 mile from Chelsea, are handsome, and afford facilities for mills and manufactories. From a rock 70 or 80 feet in height, which overhangs the stream, tradition says a number of Nar-

ragansets once precipitated themselves when pursued by the Mohegans.

Settlements were commenced at Norwich as early as 1660. A part of the town was first conveyed to Thomas Leffingwell, a colonial militia officer, by the sachem Uncas, in consideration of services rendered him in a war with a neighboring tribe. A fort belonging to Uncas, on the Pequot river, was closely besieged by the Narragansets; and the provisions being nearly expended, it was reduced to the last extremity. In this situation, Uncas contrived to notify the English at Saybrook fort of his distressed condition. Leffingwell, who commanded that fort, immediately conveyed to the besieged a supply of provisions; which being soon known to the assailants, they were induced to raise the siege. For this generous conduct of Leffingwell, Uncas conveyed to him the land about the fort, and afterwards gave him a formal deed of a township, embracing most of the present town of Norwich.

On an elevated bank north of what is called the *Cove*, and near the Yantic falls, is the burying ground of the royal family of the Mohegans, commonly called "the burying ground of the Uncases." Many of their graves are still designated by coarse stones, on some of which are English inscriptions. Uncas was buried here and many of his descendants; but his family is now nearly extinct. There are one or two living who claim a kindred, but who have very little of the magnanimity or valor for which he was so conspicuous.

The *Plain* near the burying ground was the summer residence of the Mohegans, and is a most delightful spot.

FROM NORWICH TO HARTFORD.

Stages leave Norwich in the morning, and arrive at Hartford at 8 P. M. Distance 39 miles—fare $2,50. The intermediate distances and places are as follows :

	Miles.		*Miles.*
Bozrah,	5	Bolton,	4
Lebanon,	4	East Hartford,	13
Coventry,	12	Hartford,	1

EAST HARTFORD, is located on the east bank of the Connecticut river, directly opposite Hartford, with which it is connected by an elegant bridge, which including the cause-way, is nearly a mile long. The village contains 4 churches, several manufacturing establishments, and between 2 and 3000 inhabitants.

HARTFORD.

A settlement was commenced by the English at this place in 1634. The Dutch, from New-Netherlands, had previously established a trading house and a port at the place, for the purpose of carrying on a commerce with the Indians, and were disposed to prevent the English from participating in the traffic. But finding that this could not be effected, without a bloody contest, they abandoned the design.

The charter which was originally granted to the colonists of Connecticut, having been demanded by the English monarch in 1686, through the medium of an agent, it was regularly surrendered by the colonial legislature. This took place in an evening; and while it remained on a table in a room where an agent and several British officers had assembled, the windows being open, on a preconcerted signal, the candles were

extinguished by persons in the street, and the charter seized by a citizen in the room, and conveyed to a tree; in the cavity of which it remained for several years. This tree is still standing; and is known by the name of the *Charter Oak*. It is located in the lower part of the town, in the street running east from the south church, and is directly in front of the ancient mansion of the Wyllis family. The charter is still preserved in the office of the secretary of state.

Hartford is now the largest city in the state. It is located on the west bank of the Connecticut river, at the head of sloop navigation, and 50 miles from its mouth. The city is handsomely laid out, and contains a number of elegant buildings and private residences. Among its public buildings, are a state house, arsenal, 3 banks, a museum, an academy, a college, an asylum for the deaf and dumb, an asylum for the insane, and 9 churches. Population about 12,000.

Washington College is in Main-street, in the south part of the city. It was opened in 1824, and consists of two edifices; one of which is 150 feet long and 4 stories high, and contains the rooms of the students. In the other is the capital, recitation rooms and library.

The Deaf and Dumb Asylum is on Tower Hill, one mile west of the city; and was the first institution of the kind established in the United States. The permanent fund of the institution, including a donation of land by Congress, amounts to $215,539, of which sum $80,000 are available. The number of pupils is generally about 70, many of whom are supported by public and private charities.

A visit to the institution is unusually interesting. The utmost order and decorum prevail; and the stranger will be delighted with means here employed for enlightening and cultivating the minds of an unfortunate class of community; and with the rapid improvement they make, not only in writing, but in a study of many of the sciences. Every thing is communicated by means of signs. After being taught the mode of conveying the most necessary ideas, they proceed to study the alphabet employed at the institution; then the names of visible objects, and the order of the letters used in designing them; and finally a knowledge of absent objects and abstract ideas, by means of ingenious devices and definitions. Many soon attain a knowledge of writing correctly; and some are enabled to communicate their ideas in chaste and even elegant language.

The New Exchange Buildings, on the corner of Main and State streets, are deserving of notice, as a specimen of good taste, and as ornamental to the city.

The New City Hall is an elegant structure, creditable to the taste and munificence of the inhabitants.

The New Episcopal Church, and the *High School* in Washington-street, occupy a prominent place. The latter is delightfully situated on a commanding eminence, and ranks in spaciousness and beauty with the most favored establishments of the kind in other cities. The Episcopal Church is a monument of liberal public spirit guided by good taste, and is surpassed in design and execution by few, if any similar buildings in our country.

The Hospital for the Insane, is a stone building, 150 feet long and 50 wide, 4 stories high, with wings of 3 stories. It is located a little south of the city.

Hartford has undergone a surprising change within a few years. Its streets have been greatly improved; many of its old buildings have given place to new and elegant dwellings, and the whole appearance of the city exhibits an unusual degree of enterprise and prosperity.

STEAM BOATS.

A steam boat leaves Hartford for New-York daily at 11 A. M. reaching New-York the next morning; and leaves New-York daily at 4 P. M. reaching Hartford the next day at noon—fare $3,50.

STAGES.

To New-Haven and New-York.—A state leaves Hartford every morning, (Sundays excepted) which reaches Hew-Haven at noon, and New-York the next morning. Fare to New-Haven, 40 miles, $2; to New-York, 123 miles, $3,50.

To Boston.—A stage leaves on Monday, Wednesday and Friday, at 12 M. and reaches Boston at 2 P. M. the next day. Distance, 136 miles—fare $5,00.

To Litchfield, Ct.—A stage leaves Hartford daily at 8 A. M. and arrives at Litchfield at 3 P. M.—Distance 30 miles, fare $2.

To Hanover, N. H. (up Connecticut river.)—A stage leaves Hartford daily, (except Sundays) arrives at Brattleborough, Vt. the first day, and Hanover, N. H. the second—passing through Windsor, Ct. Springfield, Northampton, Deerfield, and Greenfield, Mass. Brattleborough and Westminster, Vt. Walpole and Charles-

town, N. H. Windsor and Hartford, Vt. to Hanover. [This line intersects the daily stage for Boston at Northampton, and the daily stage for Saratoga Springs at Charlestown.] Distance from Hartford to Hanover, 152 miles—fare $7,25.

To New-London.—A stage leaves Hartford on Monday, Wednesday and Friday, at 7 A. M. and reaches New-London at 5 P. M.—Distance 47 miles—fare $2.

To Albany.—A stage leaves Hartford and Albany every morning (Sundays excepted) at 2, and arrives at each place at 7 P. M.—Distance 96 miles—fare $5.

FROM HARTFORD TO NEW-HAVEN, 40 miles.

The intermediate places and distances are as follows :

	Miles.		*Miles.*
Wethersfield,	4	Durham,	7
Rocky Hill,	3	Northford,	8
Middletown,	8	New-Haven,	10

WETHERSFIELD is located on the west bank of the Connecticut river, 4 miles below Hartford. The soil, which is of the finest order, is principally devoted to the culture of onions ; of which large quantities are exported annually. The labor is principally performed by women and children. The new penitentiary of the state is erected at this place.

ROCKY HILL, 3 miles ; a parish in the town of Wethersfield, containing a lofty eminence, from which a rich and variegated prospect of the surrounding country is enjoyed. Six miles farther is a village, called Middletown Upper Houses ; from which to the city of Middleton is 2 miles.

MIDDLETOWN

Is a port of entry, and is handsomely located on the west bank of the Connecticut river, 31 miles from its mouth. Among its public buildings are a court house, jail, alms-house, bank, 7 churches, and a military academy. There are also several extensive manufactories of rifles, swords, buttons, ivory combs, woollen and cotton goods, &c. The population of the city is about 7000.

The Military Academy is pleasantly situated a short distance from the city. The two principal buildings are each 150 feet long, 50 broad and 4 stories high. There is also a chapel, with recitation rooms above, and a dining hall. The latter is 120 feet long, and faces the parade. The whole assumes a very handsome and imposing appearance, and from the top of the chapel may be had an extensive view of the surrounding country. The course of instruction is similar to that pursued at the military academy at West Point. The scholars wear the uniform of cadets; and, besides other sciences, are taught the use of arms, and are subject to a strict military discipline.

On the eastern bank of the Connecticut, opposite to Middletown, are several quarries of free stone, used for building. Immediately below the city, the river turns abruptly to the west; and passes between two lofty hills, forming what are called the Narrows. Within these Narrows, on the south bank of the river, is a lead mine, which was used during the revolutionary war.

It can be approached only in boats or by means of a foot path.*

In proceeding on the stage route to New-Haven, the only object witnessed worthy of remark, is a *natural ice house* in the parish of Northfield, 18 miles from Middletown, and 7 from New-Haven. It is on the declivity of a trap ridge near the road; and contains ice throughout the year.

A natural ice house, of still greater extent, is in the town of Meriden, on another route from Hartford to New-Haven, and nearly equi-distant from those places. It is in a country composing a part of the secondary trap region of Connecticut, and is marked by numerous distinct ridges of green stone, which present lofty mural precipices, and from their number, contiguity and parallelism, they often form narrow precipitous defiles, filled more or less with fragments of rocks of various sizes, from that of a hand stone to that of a cottage.

It is in the cavities beneath these masses of rock, that the ice is formed. The ground descends a little to the south, and a small brook appears to have formed a

---

* Continuing a course down the river, the steam boat successively passes Middle Haddam, Haddam, East Haddam, Essex or Pettipaug, and Saybrook, where the river enters Long Island Sound. The shores are generally bold and rocky, and present but few objects of interest. Saybrook was the first town settled on the river; at which time (1635) a small fort was erected at the place. The town was originally granted to Lord Say and Seal, Lord Brook and others; and derived its name from these proprietors. Yale college was located here for a time, and afterwards removed to New-Haven.

channel among the rocks. The ice is thick and well consolidated, and its gradual melting, in the warm season, causes a stream of ice cold water to issue from this defile. This fact has been known to the people of the vicinity for several generations, and the youth have, since the middle of the last century, been accustomed to resort to this place, in parties, for recreation, and to drink the waters of the cold flowing brook.

NEW-HAVEN,

Twenty-five miles from Middletown, is usually pronounced by travellers, to be one of the handsomest towns in the Union. It is located around a harbor which sets up about 4 miles from Long Island Sound; and is the semi-capital of the state. The city is built on a large plain, encircled on all sides, except those occupied by the water, by hills and lofty mountains. It is divided into two parts, called the old and new townships; in each of which is an open square. The houses are generally neat, and some are very elegant. To each dwelling, there is generally attached a garden, and frequently a beautiful yard in front. Added to which, several of the streets are adorned with lofty trees, giving the whole a rural and most delightful appearance. Among the public buildings are a state house, the college edifices, 5 churches, a court house, jail, 2 banks, a custom house and 3 or 4 academies. The population is between 11 and 12,000.

The Public Square or Green, near the centre of the city, is an elegant spot, containing several acres, and is surrounded by stately elms. In the centre are three churches and the state house; on the west side, the

college buildings; and on the east side, fronting the state house, the Tontine Coffee House. The space immediately in the rear of the churches, called the Upper Green, was formerly used as a burying ground; but in 1821 the monuments were removed to the new burying ground, in the northwestern part of the city. The ancient monument of Dixwell, (*see p.* 344,) is still to be seen, and it is believed by many that the other regicides, Goffe and Whalley, were also interred here; but this opinion is unsupported by evidence. Goffe died at Hadley, and was probably buried there; and of Whalley no certain information was ever obtained after he left Hadley.

Yale College was founded in 1701, and was named after its early benefactor, Elihu Yale, governor of the East India Company. It was originally located at Killingworth; afterwards removed to Saybrook, (*see p.* 431;) and from thence, in 1717, to New-Haven. The faculty is composed of a president, 10 professors, a librarian and 8 tutors. The library consists of about 10,000 volumes; and the literary societies among the students have libraries amounting, collectively, to 5000 more. The cabinet of minerals is very extensive, and by far the most valuable of any in the Union. The college buildings consist of four spacious edifices, each 4 stories high, 104 feet long and 40 wide, and each containing 32 rooms for students; two chapels, one containing a philosophical chamber; a Lyceum, containing the library and recitation rooms—all of brick; and a handsome dining hall in the rear of the other buildings, built of stone. Seven of these buildings stand in a line fronting the green, the Lyceum occupying a central po-

sition; and the whole, with the charming scenery around, form a most enchanting and elegant landscape. The medical institution fronting College street, is connected with the college, and has a valuable anatomical museum. The number of students at Yale is generally from 450 to 500. The alumni of the institution amounted, in 1826, to upwards of 4000; of whom more than 2200 were then living.

The New Burying Ground, containing several acres, is divided into parallelograms, which are subdivided for families. The ground is planted with trees, mostly willows; and the white monuments, several of which are obelisks, seen through the foliage, with the taste and uniformity every where discovered, give to the whole a most impressive and solemn appearance.

The Tontine Coffee House, is one of the best establishments of the kind in the U. S. It is located directly in front of the state house and college edifices, the public square intervening, commanding from its upper or fourth story, a beautiful and extensive view of the city and the surrounding country. The Tontine, which is built of brick, is 80 feet long, with a wing extending back 100 feet. It contains a spacious dining hall, cotillion room, 8 private and public parlours, and a sufficient number of lodging chambers to accommodate from 80 to 100 guests.

West Rock is 2 miles north-west of New-Haven. It is the southern extremity of the east ridge of the Green Mountains, and is a perpendicular bluff fronting the south, 400 feet in height. The village of Hotchkisstown is at its foot. The cave in which the regicide judges, Whalley & Goffe, secreted themselves for three

or four years, (*see p.* 343,) is on the summit of the rock, about a mile north of the bluff. The cave is formed by the crevices between several large rocks, apparently thrown together by some convulsion, and is entirely above ground. Near the top of one of the rocks is this inscription: "Opposition to tyrants is obedience to God." During the contiuance of the regicides at this place, they were furnised daily with food by a family who resided near the foot of the mountain.

East Rock is 2 miles north east of New-Haven, and is the southern termination of the Mount Tom range of mountains. It is 370 feet high; and from its top a fine view is had of New-Haven, its harbor, the Sound and Long Island. It was for some years the residence of a hermit, who was found dead in his habitation a few years since.

The Farmington Canal, which was originally commenced at the north line of the state, terminates at New Haven—distance 58 miles, lockage 218 feet. This canal has since been extended to Northampton, Mass. between 20 and 30 miles farther; and a branch has been constructed from Farmington up to the Farmington river, to New-Hartford, 15 miles.

The towns bordering on the sound, near New-Haven, are visited in the summer months by numerous invalids for the benefit of the sea breeze and a salubrious climate. Among these towns, GUILFORD, 15 miles east of New-Haven, is generally preferred. It has two harbors, is a place of considerable trade, and is constantly supplied with the best of oysters, lobsters and fish, taken in and near the harbors.

Steam Boats ply between New-Haven and New-York daily, leaving the former place at 8 P. M. and the latter at 7 A. M. The passage is generally performed in 8 or 9 hours. Fare $2.

Stages leave New-Haven daily, for Hartford, Boston Albany, and New-York. Distance to Hartford 40 miles; to Boston, 136 miles; to Albany, 110 miles; to New-York, 86 miles.*

---

* This route is usually performed in 12 or 14 hours, and the intervening places and distances are as follows:

	Miles.		*Miles.*
Stratford,	13	Stamford,	11
Bridgeport,	3	Greenwich,	6
Fairfield,	5	Harlæm,	30
Norwalk,	10	New-York,	8

BRIDGEPORT is handsomely situated on both banks of the Pughquonnuck river. The village contains a bank and two churches.

FAIRFIELD is a port of entry on Long Island Sound containing a court house, academy, several churches, and a population of about 2000. It was on a low level piece of ground, which is seen on the left side of the road about a mile and a half after leaving the village, that the remnant of the Pequot tribe of Indians, after the destruction of their fort by Capt Mason at Mystic, (*see p.* 419,) were either killed or captured. The battle was severe and bloody, and some relics of arms used in the contest are at this day occasionally found by the inhabitants.

NORWALK is on the Sound, and is a pleasant village, containing an academy and 3 churches.

FROM NEW-HAVEN TO LITCHFIELD.

A stage leaves New-Haven daily for Litchfield, passing through Waterbury and Watertown—distance 38 miles.

Passing West Rock, (*see p.* 434,) and proceeding from thence for a considerable distance in a northerly direction, through a beautiful valley, having on its right a lofty rocky barrier, with rude perpendicular precipices, *Beacon Mountain* is reached in travelling 14 miles from New-Haven. This mountain is a ridge of almost naked rocks stretching to the south-west. "The road, which is formed in the natural gap of the mountain, here winds through a bold gulf or defile, so narrow, that at one place only a single carriage can pass at once. On both sides, the cliffs are lofty, particularly on the left; and on the right, a little distance from the road, they overhang in a frightful manner." Beyond this gap, the road turns more to the left, running along a rivulet; and after three or four miles, on rising an eminence, the Naugatuck, a branch of the Housatonic

---

West Chester County, which is entered in a few miles after leaving Greenwich, and which was "neutral ground" during the revolutionary war, was selected by Mr. Cooper, the novelist, as the principal scene of his "Spy."

At Horseneck, 33 miles from N. York, the traveller is shown the steep, down which Gen. Putnam descended on horse-back during the revolution.

At Harlæm, 8 miles from New-York, the road passes near the East river, affording the traveller a view of Hurl Gate. (*See p.* 114.)

river, is discovered. It runs through a deep and narrow gulf, which is seen from the road.

WATERTOWN, 26 miles from New-Haven, is on a commanding hill, and is a beautiful little village, containing two churches.

LITCHFIELD is on a handsome eminence, and is considered one of the most pleasant villages in the state. The principal street extends more than a mile in length, and contains a collection of neat houses, adorned with gardens and court yards. Among the public builings are a court house, jail, bank and two churches. There is also at this place a young ladies' school, which has obtained much celebrity; and a distinguished law school, established in 1684, by the late Tapping Reeve, and now under the charge of the Hon. James Gould. The number of students educated at this institution since its establishment is between 6 and 700.

Mount Tom, near the south-west corner of this town is 700 feet above the river at its base, and affords from its top an extensive prospect.

The Great Pond, in Litchfield, comprises an area of about 900 acres, is the largest in the state, and is a beautiful sheet of water, affording at its outlet a number of valuable mill seats.

A Chalybeate Spring has been discovered within a few years, on the east side of Mount Prospect, four miles west of the village of Litchfield. It issues from an extensive bed of sulphuret of iron, and is copious and perrennial, exhibiting in its course much oxide of iron, ochre, and a white deposit.

Mount Prospect, is a rocky, wood clad, elevated ridge, of two miles extent. From its summit an interesting

and diversified view is presented of villages and lakes, and of a well cultivated, healthy country.

From Litchfield, a stage may be taken daily, passing through East Goshen, Norfolk, Canaan, Sheffield, Great Barrington, West Stockbridge, Chatham, Nassau, Schodack and Greenbush to Albany, and reaching the latter place in about 24 hours. Distance 72 miles —fare $4. This is the most direct route, also, from Litchfield to Saratoga Springs; but, to make the tour of New-England more complete, it is recommended to proceed from Litchfield to Hartford, and from thence up the beautiful valley of the Connecticut river, which is variegated with villages and country seats, and presents some of the finest scenery on the continent.

FROM LITCHFIELD TO HARTFORD.

A stage may be taken at Litchfield daily, except Sundays, at 4 A. M. passing through Harwinton, Burlington and Farmington, and reaching Hartford at 11 A. M. Distance 30 miles—fare $2.

HARWINTON is a small village, 7 miles from Litchfield, on the Naugatuck river.

BURLINGTON, 7 miles.

FARMINGTON, 6 miles. This is a pleasant village, located on the Farmington river, which, after leaving the village, takes a northerly course for 15 miles, where it is joined by the Salmon river. It then turns to the southeast, passing between lofty mountains and descends a cataract of 150 feet; after which it is called the Windsor river, and joins the Connecticut 4 miles above Hartford. Farmington contains 3 churches and

a population of between 2 and 3000. [For a notice of the Farmington canal, which passes through this place, see page 340.]

HARTFORD, 10 miles. (*See p.* 425.)

ROUTE UP THE VALLEY OF THE CONNECTICUT RIVER.

Stages run daily between Hartford, Conn. and Hanover, N. H. up the Connecticut river, as noticed at page 428. Passing through East Hartford, (*see p.* 425,) the first village reached is

WINDSOR, 7 miles from Hartford, located on the west bank of the river. Settlements were commenced at this place as well as at Hartford, in 1633.

ENFIELD, 9 miles. A canal has been recently constructed around the falls at this place, of sufficient dimensions to receive steam-boats; and they now pass as far up as Springfield without difficulty, and except in very low water, for a considerable distance above Windsor, Vt. This canal commences at the head of the Falls, by a wing dam 700 feet long, which reaches to the middle of the river. From the lower end of the wing dam a pier extends down 200 feet parallel to and 100 feet from the west bank, and is raised above the river so as to form a basin and safe entrance to the Grand Lock. At right angles to this pier, a breast wall of solid masonry, strengthened by butresses, extends 70 feet towards the bank, and is there united to the grand lock. This and the breast wall are sixteen feet higher than the surface of the water in the canal, presenting a firm defence against the highest floods. The

breast wall covers twelve sluices, with sliding gates, for the free admission of water for hydraulic purposes. The river banks are generally high and rocky, for about three miles below the grand lock, and the canal is formed by an embankment of earth raised in the bed of the river, and protected on the outside by a stone wall. Two miles below the guard lock, Mill brook crosses the line of the canal, and is passed by an aqueduct of 90 feet long and 60 feet wide, having six piers and abutments of substantial masonry. The height of the artificial embankment increases gradually, as it passes down the river, until it rises to a perpendicular elevation of 25 feet, when the high river bank retires to the west, and the canal is carried about two miles over land to its termination below the falls. Here are three locks of masonry of ten feet lift each. The locks are separated by pools 50 feet wide, in which ascending and descending boats may pass each other, and avoid the detention which is unavoidable where several locks are combined in a connected line. The dimensions of the locks are 90 feet by 20 in the clear, and they are calculated to have four feet depth of water. The depth of the canal varies from four to twenty feet. The average width, at the surface of the water, is about seventy feet and the total length five and a half miles.

SUFFIELD, 1 mile from Enfield, on the west bank of the river, is a beautiful town. The village, which is on an eminence about a mile west of the river road, is composed principally of one street, half a mile in extent. The houses, with their handsome gardens and yards, present a picturesque and elegant appearance.

A sulpher spring, a mile or two southwest of the village, is a place of some resort by invalids.

WEST SPRINGFIELD, 9 miles, is located on the west bank of the Connecticut river, and contains several handsome private dwellings. A bridge here crosses the river, connecting the place with

SPRINGFIELD, on the opposite side; which is a large and handsome village. The houses are principally located at the foot of a hill; on the west side of which are several elegant residences, and on the summit a U. S. arsenal. The village contains a court house, jail, two churches, and several manufactories.

The buildings composing the arsenal on the heights, occupy a large square, and are surrounded by a high wall. They are mostly built of brick and present a magnificent appearance. About 13,000 muskets are manufactured here annually. The water works employed for the purpose are on Mill river, a mile south of the arsenal.

Springfield became the theatre of savage barbarity during Philip's war in 1675. The towns still further up the river had, for some time previous, suffered severely from repeated Indian incursions. But the Springfield tribe had thus far remained quiet; and it was not till the month of October of this year, that Philip could succeed by his artifices to enlist them in his favor. On the night of the 4th, it was ascertained by means of a frindly Indian, that 300 of the tribe had suddenly and secretly assembled at a Fort on Long Hill, about a mile below the village. This intelligence produced much consternation among the inhabitants; and they immediately repaired to their fortified houses. No distur-

bance, however, occurring in the night, hopes were entertained that hostilities were not intended on the part of the Indians. Lieut. Cooper, the commandant of the place, and another, accordingly resolved on repairing to the fort, for the purpose of dissipating the fears that still existed among the inhabitants. Having reached the small stream at the lower part of the village, Cooper and his companion were shot by Indians who were concealed in the woods. This seemed to be a signal for attack; as the whole body immediately rushed into the town with a horrid yell, and set fire to the unfortified dwellings and barns. The whole were soon enveloped in flames and consumed. During this period, a fire was kept up from the fortified houses upon the Indians, and several killed; but it was not till they had destroyed 32 dwellings and nearly as many barns, and plundered every thing within their reach, that they withdrew. A brick house standing at the time of this catastrophe, is still in tolerable preservation.

During the rebellion of Shays, in 1786, the armory at this place was attacked by him. But he was repulsed, with the loss of a few men; and his followers subsequently dispersed.

Pursuing the course of the river on the west side, over a beautiful country,

SOUTH HADLEY FALLS are reached in going 12 miles from Springfield. The river here descends in the distance of two and a half miles, 52 feet; and on the east side, commencing at South Hadley village, a canal has been constructed, corresponding in extent with these falls, through which lumber and the largest boats pass.

Previous to reaching Northampton, the river, (in which there is an abrupt turn,) passes between Mount Tom on the south, and Mount Holyoke (*see p.* 341) on the north. North of the latter mountain, a most charming and extensive plain is presented, embracing many elegant villages and country seats.

NORTHAMPTON, 5 miles from South Hadley. (*See p.* 340.)

HADLEY, 2 miles east of Northampton. (*See p.* 342.)

HATFIELD, 5 miles north of Northampton, on the west side of the river, is a neat and venerable town, having been settled as early as 1658. In October, 1675, after the burning of Springfield, (*see p.* 442,) the Indians under Philip, flushed with their repeated successes, made an attack on Hatfield; which was then defended by two companies, aided by a third, which came to their relief during the conflict. The Indians were about 700 strong, and made a furious assault upon the town in various directions, pillaging and burning several of the houses. But they were defeated, and compelled to seek safety in a precipitate flight.

On the 30th of May of the following year, another attack was made upon Hatfield by 600 Indians. Twelve unfortified buildings were immediately burnt; but the others, which were pallisaded, were defended by a few inhabitants. Part of the Indians then repaired to the fields, and attacked the men at their labor; but 25 young men crossed the river from Hadley, and rushing upon the Indians, killed several, and finally, with the aid of the inhabitants, dispersed them.

MUDDY BROOK, 9 miles from Hatfield, is a small village, deriving its name from a stream which passes through the place, bordered by a narrow morass. The place in 1675, and for some time subsequent, was called *Bloody Brook*, in consequence of a battle which was fought with the Indians on the 18th of September of that year. Capt. Lothrop, who had been despatched with 80 men and several teams, to secure a quantity of wheat in Deerfield, two or three miles farther north, was surprised on his return through this place, by a party of 700 Indians, who had secretly watched his movements, and who lay in ambush awaiting his arrival. He had no sooner crossed the small stream above mentioned, than they rushed upon him, pouring in such a deadly fire as to produce complete discomfiture. Lothrop and his men fled; but being pursued and overtaken at all points, they resolved to sell their lives in a vigorous struggle. They accordingly posted themselves behind the neighboring trees; when the conflict became a trial of skill in sharp shooting. At length the struggle terminated in the annihilation of nearly the whole of the English. Lothrop was killed in the early part of the action; and his loss, including teamsters, amounted to ninety. The troops at Deerfield, under Captain Mosely, hearing the musketry, hastened to the scene of combat, and arrived soon after its close. They found the Indians stripping the slain. Mosely improving the favorable opportunity, rushed upon them and cut them down in all directions, driving the remainder into the adjacent swamps. The next morning, it was found that a few Indians had

returned to the field of battle for the purpose of plunder; but they were soon dispersed.

Though the loss of the enemy on the previous day was estimated at about 100, the engagement was, nevertheless, more disastrous in its consequences to the English. The destruction of 90 valuable men, the flower of a thinly scattered population, was calculated to produce much despondency, and occasion the most serious apprehensions for the safety of the remaining colonists.

The place where this battle was fought is near the centre of the village, about 30 rods south of the church. The bridge over the stream is located at the place where Lothrop crossed. Some remains of a coarse monument once erected here are still visible.

DEERFIELD, 3 miles from Muddy Brook, and 17 miles north of Northampton, is a handsome village on the west bank of the Connecticut river. It is in the midst of a very fertile and beautiful country, presenting a succession of rich and highly cultivated farms. The town was among the early settlements on the river; and, more than any other place, was the theatre of Indian warfare. In September, 1675, an attack was made on the place, one man killed and several houses reduced to ashes. For about 20 years subsequent to this, owing to repeated incursions of the savages, the inhabitants were often compelled to abandon their dwellings and seek a temporary asylum in the neighboring towns. During the French wars under William and Anne, however, they maintained their ground until 1704; made many improvements and enclosed the centre of the village by an extensive but imperfect pallisaded work.

This fortification was attacked by about 350 French and Indians in the month of February of that year. They had secretly taken a position two miles north of the village on the evening of the 9th; from whence they cautiously proceeded to the fort the next morning before day. There being no sentinels posted, the fortification was easily entered, and the work of destruction commenced ere the inhabitants had aroused from their slumbers. A feeble resistance, only, could be made. All the houses, except one, within the pallisades, were burnt; between 40 and 50 of the inhabitants were killed, and 112, including women and children made prisoners. In the drear of winter, with a scanty supply of provisions, and with little clothing, the unfortunate captives were compelled to take up their line of march for Canada. Mr. Williams, the clergyman of the place, and his family, were of the number. His wife* was murdered in two or three days after commencing the excursion; and sixteen others either died or were massacred before reaching the Province. Most of those who survived, after remaining in captivity for some time, were redeemed. A daughter of Mr. Williams, however, who had married an Indian chief, refused to return. She assumed the habliment of a savage, and died in Canada some years afterwards. Several of her descendants are still living there.

The house which survived the conflagration at Deerfield is still standing, and is owned by Col. Elihu Hoyt.

---

* She was afterwards, with her husband, interred in the church-yard at Deerfield; and marble slabs placed over their graves.

It is in a tolerable state of preservation, and exhibits to this day the perforation made in the door by tomahawks, as well as the marks of balls in the interior. One of these marks is shown, as having been made by a ball which killed a female in the house; and in one of the timbers a bullet is seen, which has never been extracted.

GREENFIELD, 4 miles from Deerfield, is a large and pleasant village, on the west side of the river; from which it is distant 2 miles. It contains a court house, jail, bank and 3 churches. It is a central position for the trade of the surrounding country; and is a place of wealth and enterprise. A young *Ladies' Seminary* at this place is beautifully located and under excellent regulations.

TURNER'S FALLS, on the Connecticut river, are 3 miles from Greenfield, in a north-easterly direction. The road taken in visiting them is east of the ordinary stage route; and it is customary, therefore, after an excursion to the falls, to return to Greenfield. The route is principally over the ground taken by Capt. Turner, in his attack on the Indians in 1676. The fall is between forty and fifty feet; but by the erection of a dam for the accommodation of a canal, the cataract has lost much of its original wildness.

The Indians, amounting to several hundreds, having taken a position on elevated ground, on the west bank of the river at the head of the fall, it was deemed important to dislodge them. This service was undertaken by Capt. Turner, at the head of about 160 mounted troops. He left Hatfield on the 17th of May, 1676,

and reached within half a mile of the Indian encampment before day the next morning without discovery. Here his men left their horses, and by a rapid march, reached the camp before the Indians awoke from their slumbers. A deadly and destructive fire was immediately commenced. Believing it to proceed from their ancient and powerful enemy the Mohawks, many of the Indians fled to the river, and leaped into their canoes; but in attempting to cross they were mostly shot or precipitated over the cataract. Others fled to the rocks of the river bank, where they were cut down, without resistance; and few escaped the victorious arm of the assailants. One hundred were left dead on the field; one hundred and forty were seen to descend the cataract; and their whole loss was afterwards ascertained to have been 300. Turner lost but one man.

In his retreat, he was less fortunate. He was attacked by other parties of Indians on the route—his men divided—himself killed; and the loss of his party, before they reached Hatfield, amounted to between 30 and 40. Capt. T. is supposed to have fallen in what is called Greenfield Meadow, at the mouth of a small stream on which a mill now stands; as his body was afterwards found at that place by a scouting party of the English.

BERNARDSTOWN, 5 miles north of Greenfield.

VERNON, 6 miles; the first town reached in entering the state of Vermont. Fort Dummer, built to protect the inhabitants against the Indians, was located at this place.

GUILFORD, 5 miles. Here are two slate quarries and several mills and manufactories.

BRATTLEBOROUGH, 6 miles, a flourishing village, is located on the west bank of the Connecticut river; over which there is a permanent bridge. White stone creek also passes through the place, affording a number of good mill sites. The village contains a bank, the most extensive printing establishment in the state, and several manufactories. Stages pass daily between this place and Boston, Hartford, Albany and Hanover.

DUMMERSTON, 5 miles.

PUTNEY, 5 miles.

WESTMINSTER, 5 miles. The first newspaper printed in Vermont was issued from a press at this place; though it was discontinued several years since for want of patronage. The village is located on a beautiful plain on the west bank of the Connecticut; but it has not improved much within the last twenty years.

WALPOLE, N. H. to which a bridge leads, is on the opposite side of the river, and is noticed at page 349.

BELLOWS FALLS, on the Vermont side, 4 miles from Walpole. (*See p.* 348.) Proceeding up the river over a beautiful plain,

CHARLESTOWN, N. H. is reached in travelling 8 miles from Bellows Falls. It is handsomely located on the east side of the river, and is a neat village, containing a court house, jail and bank.

A fort was built for the defence of this place in 1743, on rising ground south of the church, over which the present street passes. In March, 1747, while the fort

was occupied by Capt. Stevens and thirty men, a furious assault was made upon it by a large body of French and Indians, under the command of M. Debeline. The fort being composed of materials which were combustible, the enemy attempted its destruction, by setting a log house and the fences to the windward on fire. To guard against a conflagration, the besieged through great exertions, succeeded in making several subterranean passages under the parapet, with an opening at the top of each. From these passages, which were deep enough to protect the men from the enemy's shot, water, taken from a well within the fort, was thrown upon the parapet, and the plan of the enemy frustrated. A sort of *mantelet*, loaded with dry faggots, set on fire, was then forced towards the fort, accompanied with flaming arrows; but all to no purpose. Stevens maintained his position, continued a fire upon the enemy whenever he presented himself, and refused all propositions of a surrender. After an assault of three days, and suffering severely in the loss of his men, Debeline withdrew from the siege. None of Stevens' men were killed, and but two wounded.

For this brave defence, Sir Charles Knowles, commandant of a naval force then in Boston harbor, sent Capt. Stevens an elegant sword. The town was subsequently named in honor of Sir Charles.

From Charlestown, a stage may be taken daily for Saratoga Springs, passing through Chester, Manchester, &c.; or for Boston, passing through Walpole, Keene, &c. (*See p.* 348 *to* 350.)

SPRINGFIELD, Vt. on the west side of the river, 5 miles from Charlestown.

WEATHERSFIELD, 6 miles; a fine agricultural township. Jarvis' farm, at what is termed Weathersfield Bow (a turn in the river) is considered one of the best in Vermont.

WINDSOR, 7 miles. (*See p.* 356.)

HARTLAND, 7 miles.

HARTFORD, 7 miles. There are two handsome villages in this town; one near the junction of the White river, and the other near the junction of the Queechy river with the Connecticut. In both there are several mills and manufactories. From Hartford, the river is crossed to

HANOVER, (noticed at *p.* 357,) from which a stage may be taken daily for Burlington, Vt. or Boston.

FINIS.